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West Sacramento Triangle


A Specific Plan for The Development of Downtown West Sacramento

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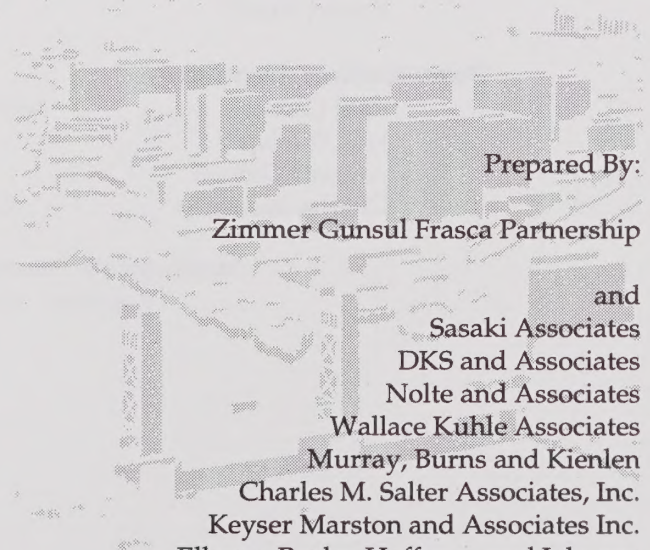
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West Sacramento Triangle

A Specific Plan for The Development of Downtown West Sacramento

Adopted June 30, 1993



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PREFACE

The preparation of this plan was a collaborative effort between McCuen Properties and the City of West Sacramento. The City directed that a framework and policy plan be prepared which would provide property owners with diverse opportunities for development in the Triangle area. The plan does not prescribe specific development projects, but provides a framework in which the many property owners can initiate their own development projects in a coordinated manner.

At a joint session of the City of West Sacramento Council and the Planning Commission on June 17th and June 30th 1993. This Specific Plan was formally accepted as the City's planning document for The Triangle. At the same session, the Final Environmental Impact Report was certified; a resolution adopting various amendments to the General Plan was passed; a resolution adopting Findings of Fact, was made and an ordinance was created which designates the Triangle as the Waterfront Planned Development Zone.

West Sacramento Triangle Specific Plan

PURPOSE

It has been a principle, reaffirmed by all cultures that for any community to achieve maturity, a physical core or a center must be provided where the diversity of that community can be reconciled and its potential cultivated. The development and sustenance of a place where functional interdependence and personal collaboration is required and invited seems to be fundamental to the achievement of urbanity; a quality which may be used to measure the sophistication of a culture.

It is ironic that no major nation has found it more difficult to build urbane centers than the United States. Founded upon agrarian principles and pastoral ideals, independence has often been encouraged at the expense of interdependent relationships. Yet in every decade in its two hundred year history, the best cities and towns in the US have demonstrated that health and success can only be achieved with a strong, diverse urban core which reflects the broadest aspirations and achievements of the community it serves.

INTRODUCTION

West Sacramento is a new city without a core. Yet it recognizes the need to develop such a place and has identified the area known as the "Triangle" as that place. The virtues of the Triangle are threefold. One, it is central to the aggregation of communities which form West Sacramento. Two, it is adjacent to downtown Sacramento, and, with it, can provide a stronger, more diverse and comprehensive heart for the Sacramento metropolitan area. Three, it is located and configured so that it can reestablish the historic role of West Sacramento's heart as a water edge community, embracing a river and serving a vast hinterland.



The Triangle will become the focus for West Sacramento and an extension of the region's urban core.

The overall development mission for the Triangle is to provide a planned, waterfront oriented urban core for the City of West Sacramento, complementing established residential and commercial districts within the City with a balanced mix of uses. The specific goals of the plan are:

- **Develop a place of civic significance for West Sacramento which establishes it as a river city.**
- **Attract business to West Sacramento.**
- **Create a plan which stimulates incremental development of underdeveloped property and accommodates operation of existing and interim uses.**
- **Expand and enhance the role of West Sacramento in the region.**

The City of West Sacramento expects that achievement of these goals will produce a healthy heart for the City; that both the City and the surrounding region will assure continued evolution of the Triangle area as a desirable place in which to live and work and as an attractive destination for visitors.

The Triangle Plan provides an opportunity to address multiple real estate markets simultaneously and to accommodate a range of land uses within the area. The Plan provides for office-commercial, retail-commercial, service commercial, residential, commercial-lodging, industrial, government and institutional uses. This broad array of uses and activities is essential to the establishment of an urban waterfront district and community center with vitality and a place that will enjoy accelerated development activity as a result of accommodating a wide range of market needs.



Develop a place of civic significance for West Sacramento that establishes it as a river city.



Attract business to West Sacramento.



Create a phased plan that stimulates development of underdeveloped properties.



Expand and enhance the role of West Sacramento in the region.

INTRODUCTION



This specific plan implements the West Sacramento General Plan for The Triangle Area.

SCOPE

The Specific Plan for the Triangle has two components; the Plan and an Implementation Strategy. The Plan includes goals, policies, development regulations and design guidelines which describe and direct the desirable development of the Area. The Implementation Strategy identifies the means and conditions by which desired development can be induced or encouraged to occur.

The Triangle is currently zoned as a Mixed-Use Waterfront [WF] development area under the General Plan designation of Riverfront Mixed Use. Current industrial use of the land does not conform to WF zoning. The proposed initial development program for the area is based on the carrying capacity of the proposed infrastructure and the extent of development likely to occur given favorable market conditions over the next two decades. The program corresponds with current zoning, providing for a combination of residential, commercial and retail development as the market develops for each.

The Plan acknowledges that the cyclical nature of the various real estate markets will provide a rhythm of activity over time - accommodating growth markets while other sectors are recovering from over-building. With the passage of time, roles will reverse, and currently over-built market types will again be favored.

The West Sacramento Triangle Specific Plan is being prepared to implement the City's intent to convert the Triangle industrial area to designated uses consistent with the adopted City General Plan. The Specific Plan for the Triangle defines the policies, regulations and guidelines specific to development of this segment of the City. The purpose of the Plan is to ensure that

development and redevelopment in the area occur in a manner which is orderly and is consistent with the goals and aspirations of the Community.

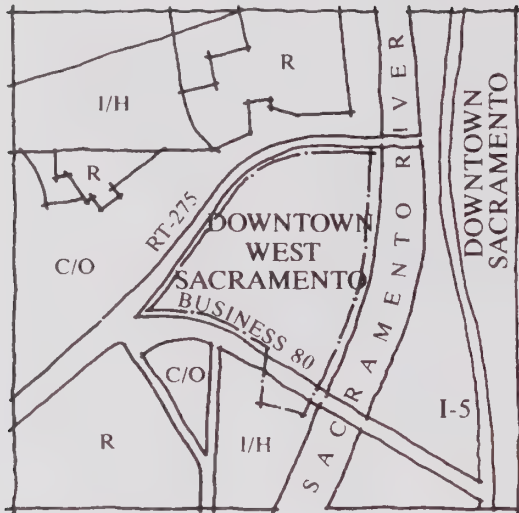
The Plan is based on the goals and objectives adopted by the City for the Triangle. It begins with a statement of policies derived from these goals and objectives which provide direction for development throughout the Plan area. Implementation of some policy aspects will require discretion on the part of both proponents of development projects and of the City; these are provided for through design guidelines. Other aspects are best served through consistent application of standards; these are presented as development regulations which are to be implemented as standards in the City's Zoning Ordinance.

Sub-areas within the Triangle are distinguished from one-another by locational characteristics such as adjacencies which suggest different development responses in order to fulfill the goals and objectives for the Triangle. For each subarea, additional policies, guidelines and standards are stated to supplement those applicable to the entire Plan Area.



The Triangle Area viewed from the Northeast.

INTRODUCTION



R - RESIDENTIAL
C/O - COMMERCIAL/OFFICE
I/H - INDUSTRIAL/HEAVY COMMERCIAL

Triangle Area and its surrounding land uses.

LOCATION & EXISTING CHARACTER

The Triangle is located in West Sacramento directly across the Sacramento River from downtown Sacramento. West Sacramento has access to the regional interstate transportation system via Business 80, Interstate 80, Interstate 5 and Highway 50. The Triangle has direct freeway access via on- and off-ramps to Business 80 and State Route 275. Arterial streets adjacent to the Triangle are Jefferson Boulevard (Highway 84) and West Capitol Avenue (Highway 40) both of which give access to other districts of West Sacramento and surrounding communities.

The Triangle area is bounded by State Route 275, Business 80 and the Sacramento River and includes a small parcel south of Business 80 which is part of the former Rice Growers Association property. The approximate size of the Triangle area is 188 acres.

Nearby land uses include a residential community to the north, the Broderick area; a commercial area to the West, West Capitol Avenue; and an industrial and residential area to the south along Jefferson Boulevard and South River Road.



Views of the Sacramento skyline are visible from the Triangle Area.

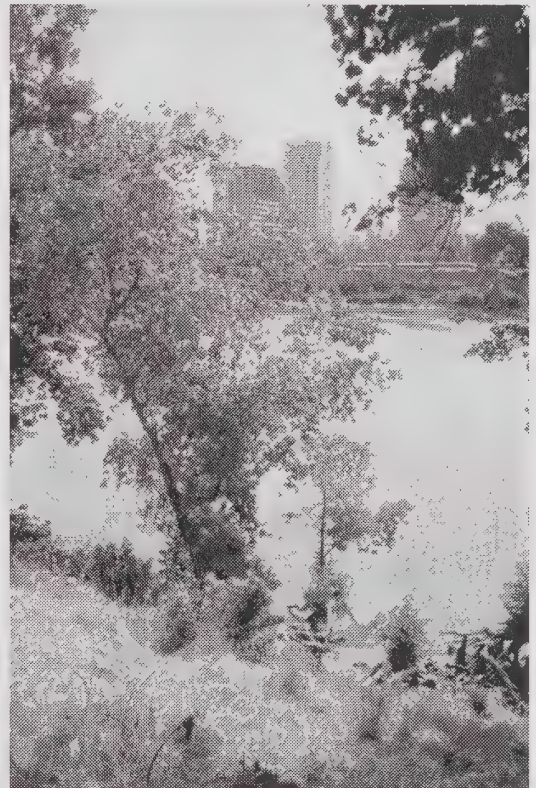
INTRODUCTION

A key feature of the Triangle is the high elevation of many properties which are close to the Sacramento River. Instead of an abrupt levee, which characterizes many waterfront properties in the Sacramento region, the broad bluff behind the river bank provides an opportunity to develop buildings of an urban scale which can capitalize on views across and along the Sacramento River. Plans for the Waterfront sub-area clearly take advantage of this asset. An intimately scaled architecture is envisaged, with street level uses and landscape designed to attract strollers, shoppers and restaurant patrons. The Triangle's topography generally slopes up from a low point in the western extremity to a bluff above the Sacramento River in the eastern part of the site, providing an opportunity to extend visibility of the waterfront environment deep into the core of the Triangle. The view of Downtown Sacramento across the river provides a very attractive visual setting for future development in the Triangle.

The Triangle has been in a state of physical decline for some years. The existing character of the area is one of under-used industrial land and economically obsolete buildings, but includes a few active businesses. There is no significant vegetation in the interior of the area. Along the river edge there are intermittent groves of canopy trees and ground cover, all much neglected and misused, providing little useful habitat for riparian species.



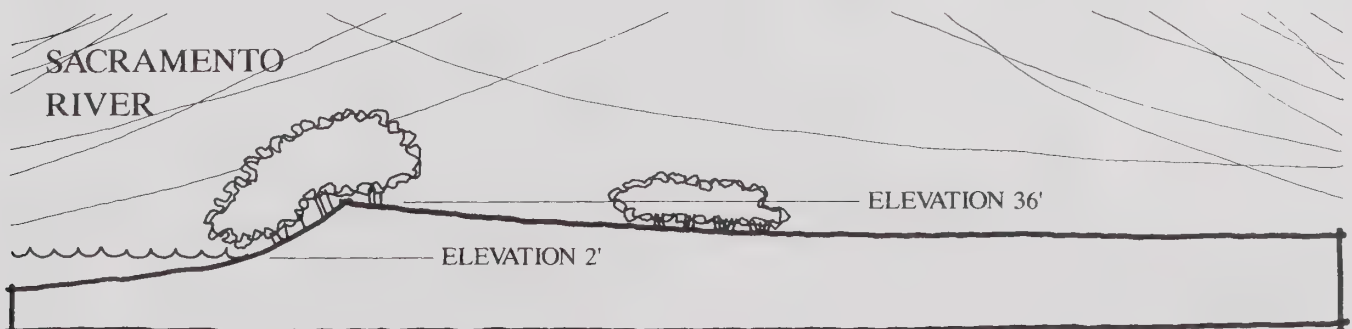
There is little significant vegetation in the interior of the Triangle Area.



Intermittent groves of canopy trees and ground cover along the river edge provide limited habitat.



The existing waterfront is underused, vacant, and lacks public access.



Unlike many sites along the Sacramento River, The Triangle is not separated from the waterfront by a levee.

INTRODUCTION

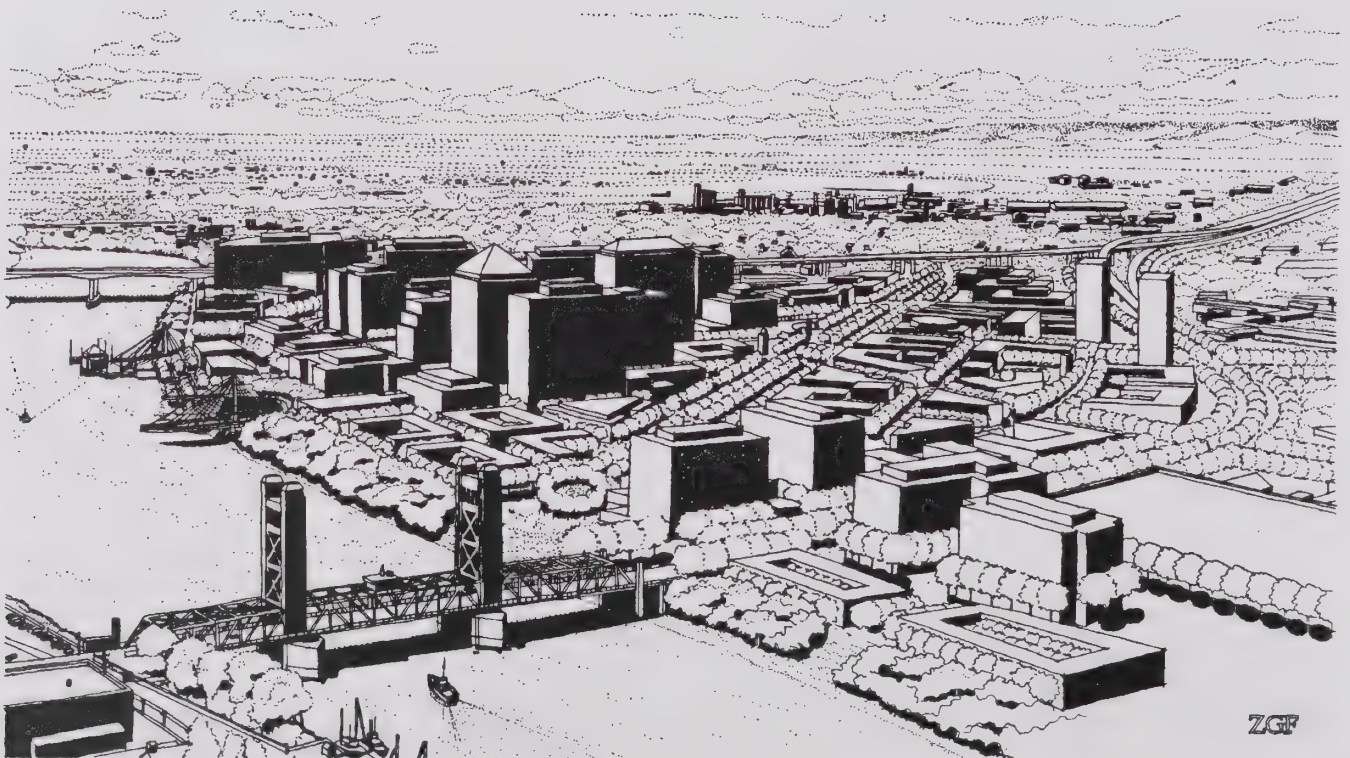


An illustrative plan of development which the Specific Plan might be expected to produce.

THE PLACE THE PLAN WOULD PRODUCE

The Specific Plan provides a framework for creation of a mixed use community which will in time become the urban core for West Sacramento. This will be a densely developed urban community which is readily accessible to other parts of the City, yet draws its most conspicuous identity from the River. This city center will be characterized by a complementary mix of commercial and residential uses, making it a busy and vital place at all hours.

The basic structure of the Triangle will be established by the organization of streets and open spaces described in the Plan. These have been designed to accommodate the various and changing needs of an evolving urban center. They anticipate a growing intensity of use as the area matures. Initially, development will be constrained by circumstances prevailing on some areas of the Triangle. Initially it must accommodate the continued operation of active businesses in the area. The Waterfront sub-area has an immediate appeal and development there is relatively unhindered. Thus, early development may be expected to provide a mix of housing, offices and retail uses close to the Waterfront, setting a precedent for the emerging urban fabric elsewhere in the Triangle.

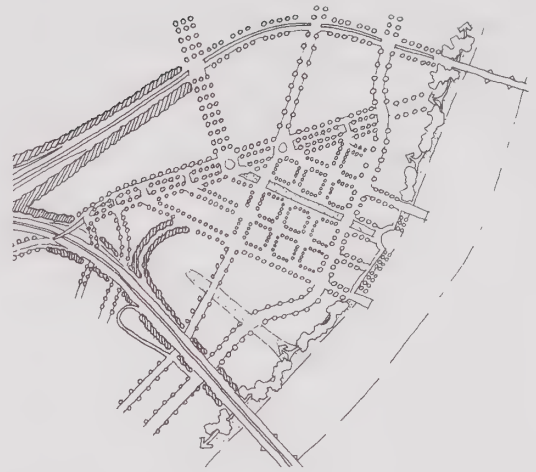


Illustrative perspective view from northeast of the Triangle showing possible development

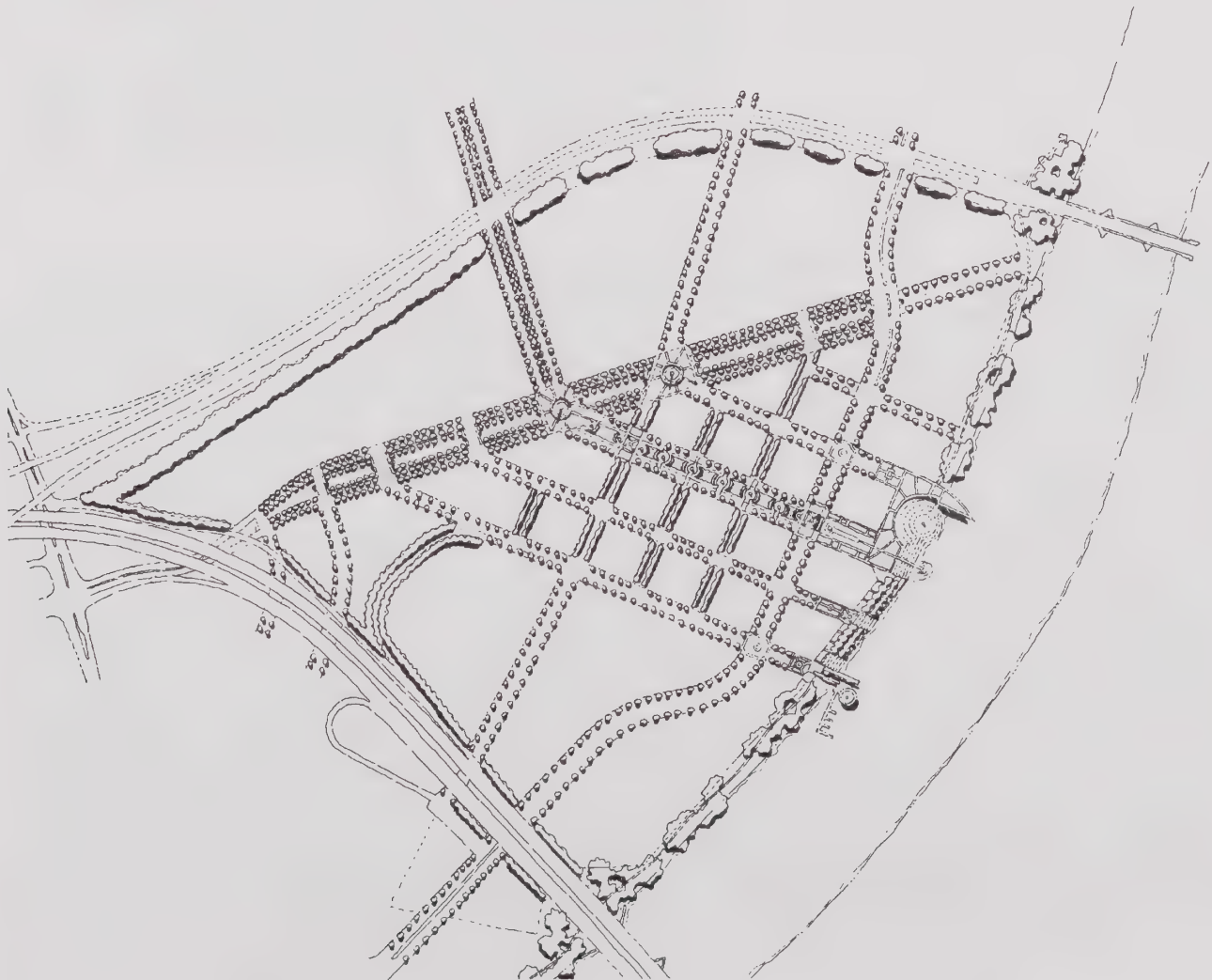
INTRODUCTION

The Triangle will complement the character and functions of surrounding districts of West Sacramento, enabling the city to grow from within as well as expanding its outer edges. The Plan provides for creation of a properly urbane center for this new and energetic city, recognizing that it will never be 'finished' and that its needs will change over time. A clear and understandable structure for this evolutionary process is the main product of this Plan.

Landscape and open space will play an important role in establishing the character of this urban core. The waterfront itself will be largely devoted to public access and its qualities will be extended into the heart of the Triangle via the east-west streets and associated view corridors. The extension of waterfront greenery will be particularly evident in two major parks: Garden and the Park Blocks. Park will define the two edges of a series of undeveloped park blocks, landscaped for pedestrian access and use and to preserve views of Tower Bridge.



Open Space Framework



Illustrative Landscape Plan

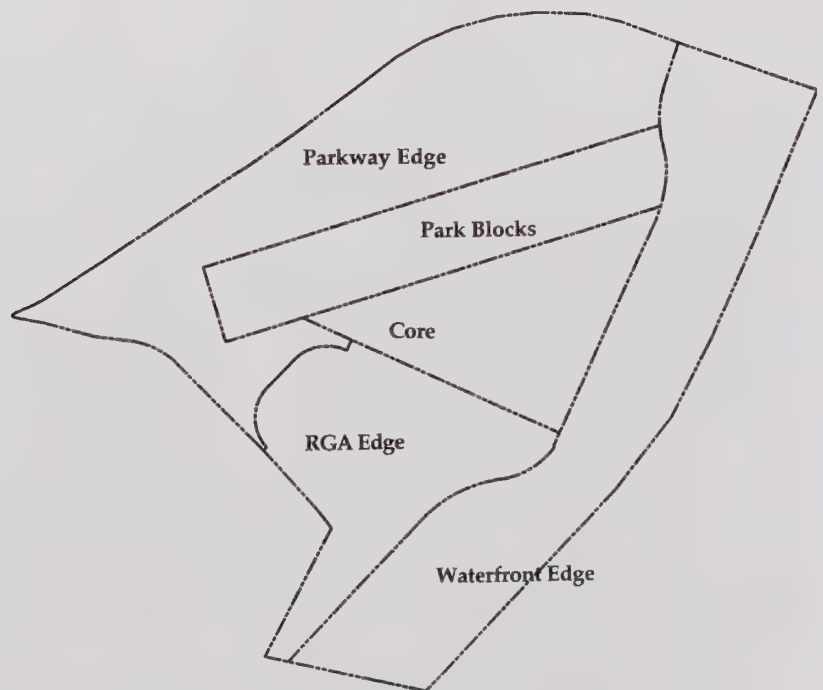
INTRODUCTION

Unlike a sub-urban mixed use development, which is typically controlled and developed by a single organization, the Plan provides an opportunity for a variety of developers to work on land parcels of differing sizes, values, uses, activities and physical characteristics.

The Core of the Triangle and the central waterfront will be most densely developed. The Core will be characterized by fully developed urban scale blocks measuring 220' x 220'. Peripheral properties will have a more flexible street system and will be developed to a lesser intensity of mixed uses, supporting both the Core and other areas of the city with employment opportunities and an expanded choice of downtown housing types.

Neighborhoods

The Triangle is proposed to develop as a composite of five distinct but interdependent neighborhoods; the Waterfront, the Core, the Park Blocks, the Parkway Edge and the RGA Edge. Each neighborhood has a unique character and a responsibility to reinforce those of the others. All are encouraged to accommodate a mix of office, residential, ancillary retail and public uses. Hotels may also be developed in some areas. Each sub-area would accommodate uses differently, thus each would develop its own image and quality while providing for diversity within the Triangle.



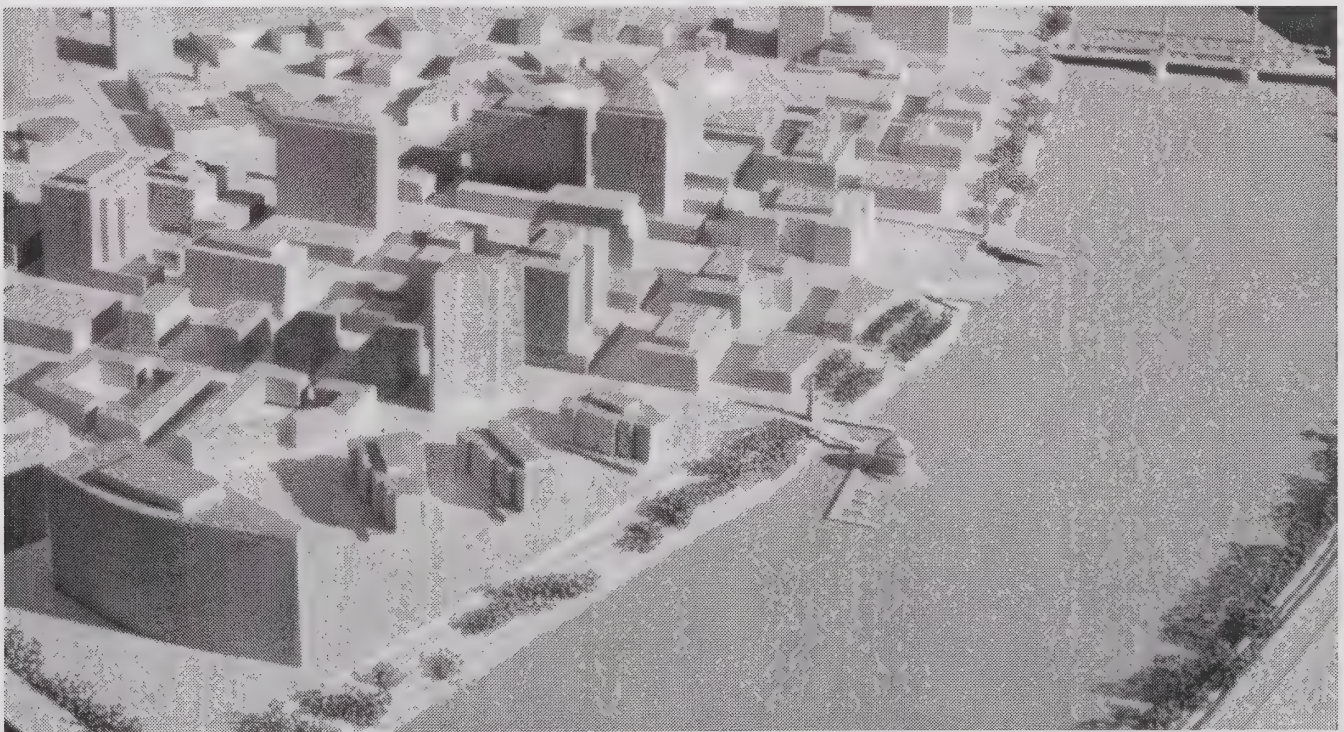
The Triangle will develop as five interdependent neighborhoods.

The Waterfront

The Waterfront is the most conspicuous edge of West Sacramento and will become a recreational focus for the City and the region. Its center portion will be developed to accommodate the many people that it will attract, providing for programmed and unprogrammed events on the plazas, terraces and amphitheater. To the north and south of this active area, the banks will form a green and passive foreground to riverside condominiums, apartments and businesses.

Early development of public improvements along the riverfront will demonstrate the potential of the area. These public facilities must be designed and managed to serve residents, employees and visitors, establishing this waterfront as the City's front yard. Private development should be designed to complement these public facilities and the activities they promote.

Development of the Waterfront and of the Core will set the tone and quality for development throughout the remainder of the Triangle. Therefore, successful implementation of the Waterfront is strategically essential to the success of the Triangle as a whole. The design and quality of waterfront development must be consistently of the highest caliber. Early and meaningful public investment in the Waterfront will be tactically important to triggering private sector investment in nearby development projects.



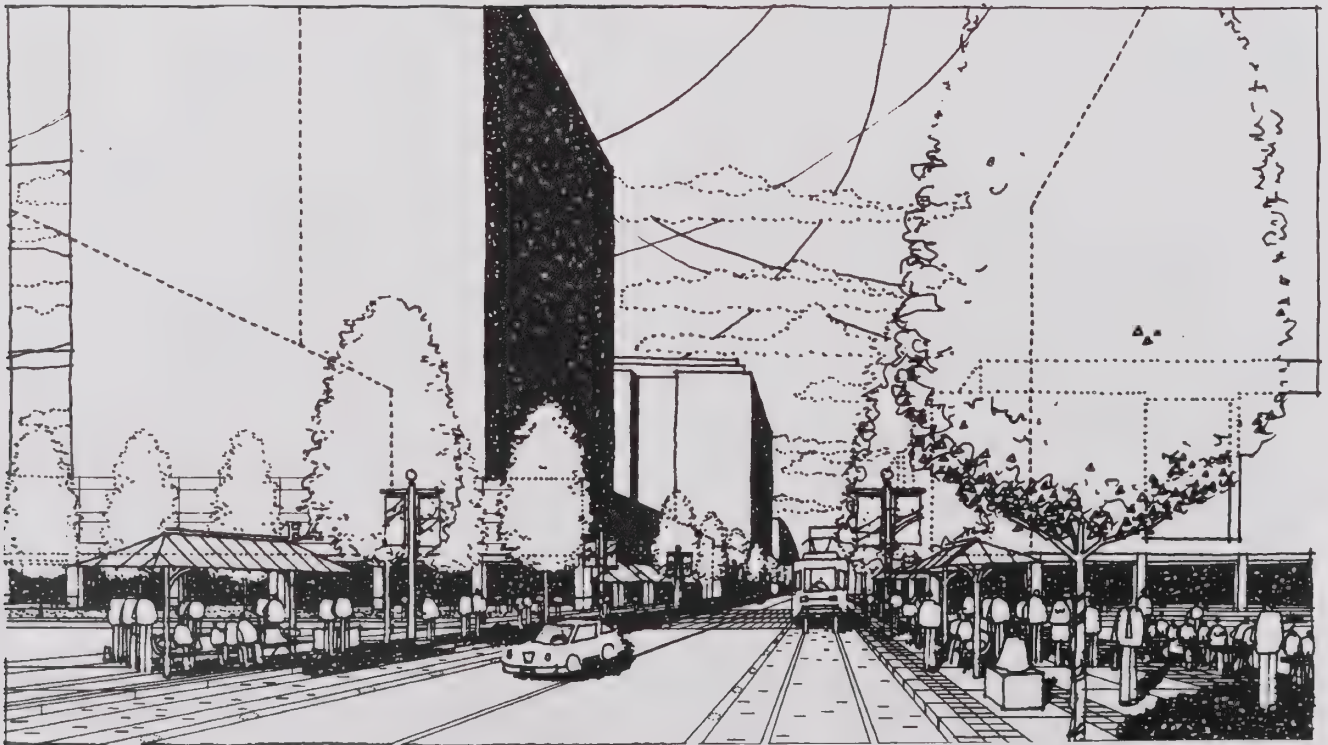
The waterfront will be a showcase for the quality of life for West Sacramento and the region.

INTRODUCTION

The Core

The **Core** is intended to be the most densely developed area within the Triangle. It is the heart of the Triangle and must establish the example for emergence of an urbane culture and urban environment in West Sacramento. It will not only be occupied by uses which respect and reinforce each other, but it will also provide for uses such as retail establishments, institutions and parking which serve adjacent neighborhoods and the region.

The structure of the Core is characterized by individual blocks and a network of frequent streets. The Core is physically oriented toward the Waterfront and will become the catalyst relating adjacent neighborhoods to the river. Key to this waterfront connection is Garden, a special botanical park which will connect the Waterfront through the Core to the Park Blocks via a boulevard connection to West Capitol Avenue beyond. Garden's streets are designed primarily for pedestrians, yet capable of accommodating vehicular traffic. Paving materials will be more akin to those found in parks than those common to downtown streets. Garden will be planted as a signature botanical park for West Sacramento; a place with its own identity, recalling both the lush waterfront and drier plantings redolent of local landscapes which preceded widespread irrigation in the region.

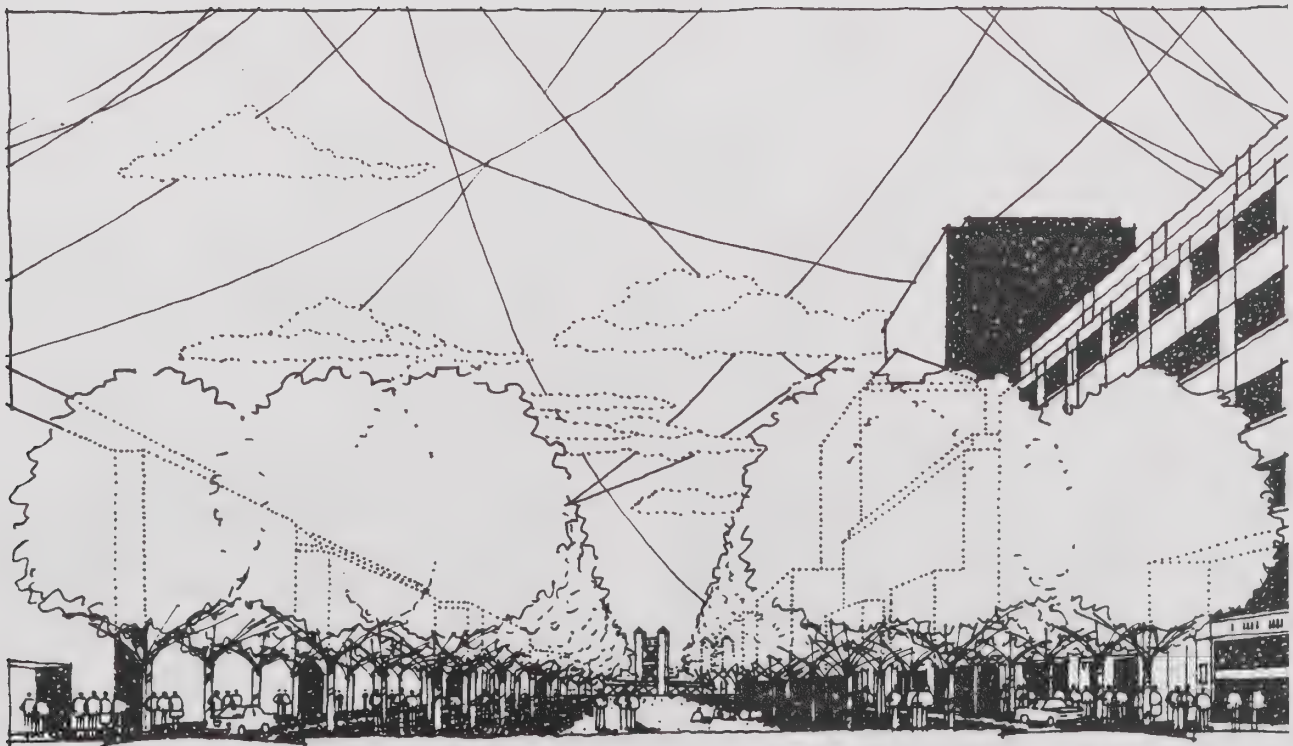


River Road is the Triangle's "Main Street" between the Core and the Waterfront Neighborhoods.

The Park Blocks

The Park Blocks form a linear district focused on a series of landscaped blocks extending from Jefferson Boulevard and Park toward the Tower Bridge. They establish a view corridor of symbolic significance to West Sacramento and a public open place at the center of the Triangle which serves a diversity of residential, institutional, and commercial uses. The Park Blocks will become the backbone of the growing community.

The park blocks themselves will be a series of half-width city blocks planted as lawns. Trees will line the long sides of the blocks, framing views of Tower Bridge and forging a strong visual link with the river. These open park blocks will provide opportunities for passive recreation as well as functioning as civic foregrounds to the institutional uses which will overlook them.



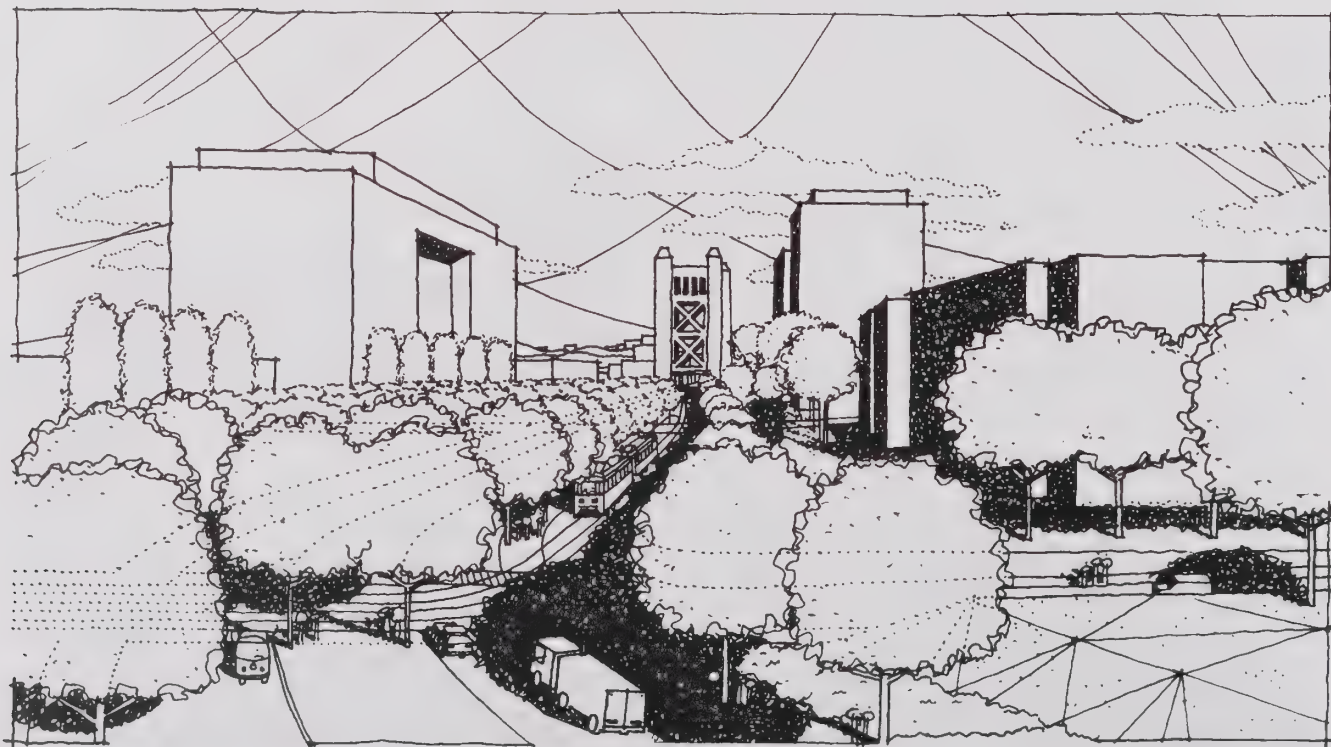
Park blocks on axis with the Tower Bridge provide a public place at the heart of the Triangle.

INTRODUCTION

The Parkway Edge

The Parkway Edge has three responsibilities: *one*, to introduce the traveler on SR-275 to West Sacramento and its downtown; *two*, to develop in a manner which provides a visual, physical, and functional transition between the Triangle and neighborhoods to the north, and *three*, as a neighborhood with a strong residential component.

The Parkway Edge contains large development parcels in order to provide flexibility in development patterns, as may be necessary for the design of cohesive mixed use and residential developments. Garden and 5th Street divide the Parkway Edge, providing important connections to West Capitol Avenue and the neighborhoods to the north. Other streets and open spaces will be built within these parcels, but their locations and configurations can be designed in concert with the developments they serve.

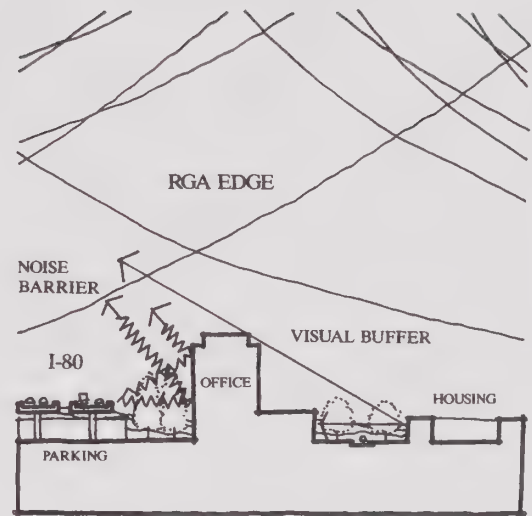


The Parkway Edge abutting SR-275.

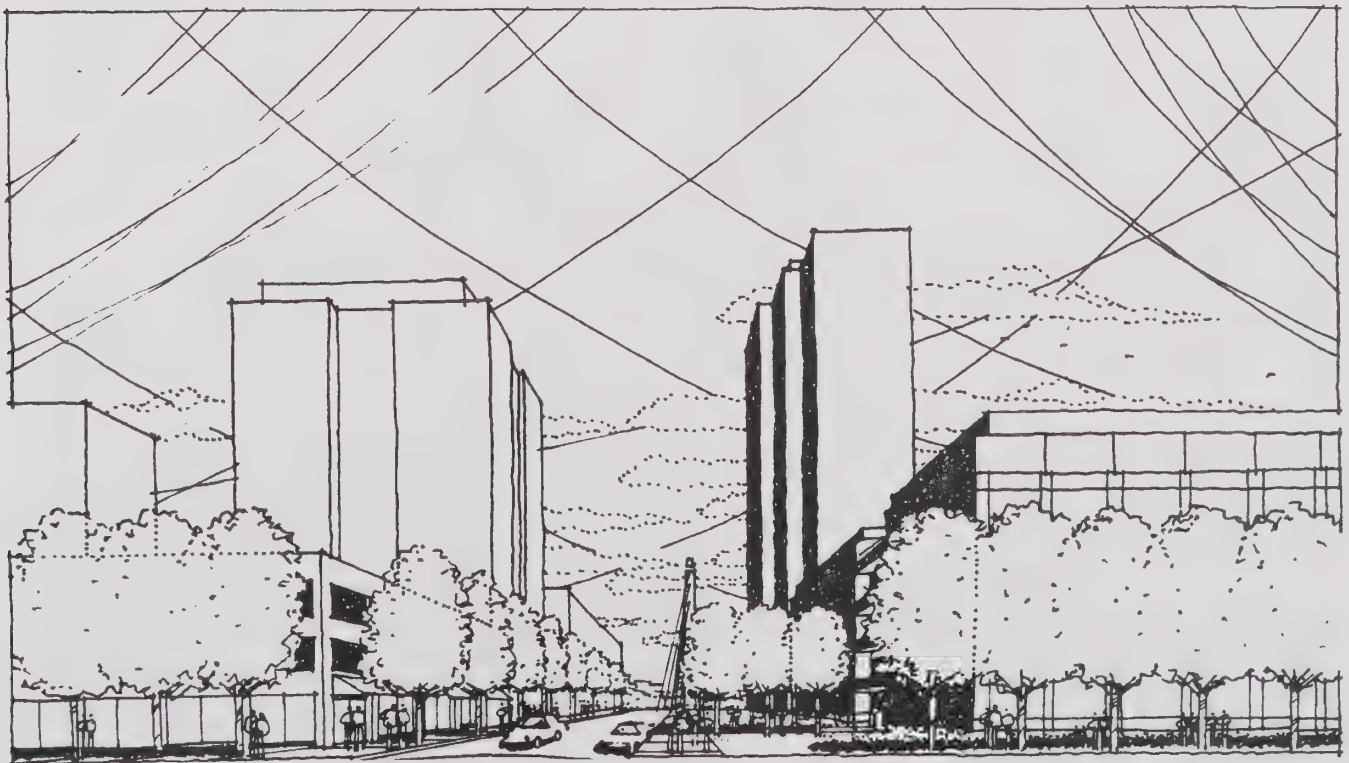
The RGA Edge

The RGA Edge is an area of high visibility and good access from Business 80. Freeway noise makes the area closest to Business 80 undesirable for housing. However, this area provides good opportunities for visible and identifiable office development. Office buildings and institutional uses in mid-rise buildings can both provide viable real estate investments and serve to screen noise sensitive uses from freeway noise.

The RGA Edge has the potential to develop early because street access is sufficient and convenient and because existing utilities are properly located and of adequate capacity. The character of development in the RGA Edge will, to some degree, influence development of the Core and the Waterfront. Thus the RGA Edge has two responsibilities: *one*, it should demonstrate the merits of a mixed-use future for the Triangle and *two*, it should provide an effective buffer against noise emanating from Business 80, protecting areas in which residential development can be anticipated.



Section Illustration: Buildings in the RGA edge will screen Business 80 from the rest of the Triangle Area.



South Pier Street gives access to the waterfront and provides a transition between the Core and The RGA Edge.

INTRODUCTION

It is important that substantial development should occur early in both the Waterfront and in adjacent blocks of the Core so that the thesis for the Triangle will be established properly at the outset. However, the sequence of Triangle development will be strongly influenced by reconstruction of intersections on SR-275, the relocation of the Union Pacific switching yards and the relocation of incompatible existing uses. Another influence will be the new and expanded infrastructure systems, which will rely upon the availability of funding for each increment. While meeting these challenges and constraints it is imperative that each new project reinforce the integrity of the community. In other words, the community must be designed to always appear whole, even if it never is "complete."



Early development in accordance with the Specific Plan can proceed anticipating eventual removal of interim constraints.

INSTITUTIONAL CONTEXT

The basic need in the Triangle is for a framework which will accommodate incremental redevelopment in order to achieve conformance with the West Sacramento General Plan. The Specific Plan also provides direction for all facets of future development including designation of alternative land uses, location and sizing of supporting infrastructure, methods of financing public improvements and design guidelines for development. These provisions are structured around goals and objectives for the Triangle which have been adopted by the City of West Sacramento.

Both public and private responsibilities are implied by the adopted goals, and the Specific Plan recognizes these mutual responsibilities in its provisions. The extent of interdependence between the City and individual property owners and developers is demonstrated in the public and private responsibilities implicit in each adopted goal for the Triangle. Each of these responsibilities must be addressed as necessary components of any development proposal and any development agreement on property within the Triangle.



Public and private sectors are partners in the development of the Triangle Area.

INTRODUCTION

Shared Public and Private Responsibilities:

Goal:

Develop a place of civic significance.

City's Responsibility

- Facilitate desirable development.
- Invest in cohesive and aesthetically pleasing urban infrastructure and public open spaces system.
- Locate appropriate municipal facilities in the Triangle.
- Make early commitments to locate government and institutional uses in the Triangle which will attract people and therefore attract private development.

Private Responsibility

- Respect the urban form, including streets, open space, and intersections. Size and orient development appropriately.
- Invest in high-quality development which is complementary to neighboring developments.
- Observe development standards, regulations and guidelines for each district.

Goal:

Attract business to West Sacramento.

City's Responsibility

- Cultivate a diversity of uses and services to enhance economic and social diversity.
- Assist where necessary to attract key businesses or services to facilitate overall development goals.
- Ensure the provision of adequate public services to serve proposed development.
- Promote improved accessibility, transit service and pedestrian opportunities, consistent with regional air quality goals.
- Design and implement a marketing plan which promotes West Sacramento and attracts both users and investment to the Triangle.
- Support efforts to site state offices in West Sacramento.

Private Responsibility

- Promote mixed use nature of the Triangle through the development of appropriate uses on designated parcels.
- Develop support retail and service facilities in designated locations to maximize economic viability and minimize automobile trip generation.
- Support local economic development efforts including area-wide advertising

Goal:

Implement a phased plan to stimulate development of underutilized property, which accommodates interim operation of existing businesses.

City's Responsibility

- Relocate or eliminate uses which are irreconcilable with or physically impede commencement of construction.
- Establish procedures for phase-out of non-conforming long-term uses.
- Phase infrastructure by districts to facilitate orderly development and to avoid economically insupportable public improvements.
- Minimize conflicts between past and future users in the Triangle.
- Adopt mitigation strategies which are timed and sized within the ability of properties and operating businesses to accommodate them.

Private Responsibility

- Cooperate fully with efforts to transition the area from its existing character.
- Be a good neighbor, to maximize property values for all Triangle owners.
- Promote and participate in boundary line adjustments which facilitate implementation of the plan.
- Accommodate right-of-way requirements.
- Divert truck routes away from new development.
- Participate in open space donations at the earliest possible stage.
- Participate in operation and maintenance districts, lighting and landscape districts as necessary to support existing City services.
- Participate in benefit assessment districts for construction of public infrastructure improvements.

Goal:

Establish an image for West Sacramento as a River City.

City's Responsibility

- Assist in development of urban waterfront improvements which facilitate regional celebration of the River.
- Invest in an early area-wide landscape improvement and tree planting program to establish open space boundaries and bring riverfront image into the heart of the Triangle area.
- Promote riverfront program activities and participate in regional festivals and river functions.
- Promote additional connections to the region, including water connections such as a regional water taxi system.

Private Responsibility

- Observe material and building envelope regulations and be mindful of reinforcing image objectives and enhancing view corridors when developing in the Triangle.
- Contribute to streetscape interest and public open spaces with appropriate street level architecture, and by providing street furniture or public art.
- Observe and promote landscape guidelines aimed to reinforce riverfront image.
- Provide support services which will promote recreational activities along the waterfront.

INTRODUCTION

Goal:

Expand and enhance the City's role in the region.

City's Responsibility

- Support efforts to expand and enhance West Sacramento's role as a component of the State's Capitol metropolitan region.
- Take necessary steps to make the Triangle a safe and attractive place to work, to live and to visit, especially in the earliest stages of the development.
- Respect the tradition of individual communities within West Sacramento and encourage the development of new uses in the Triangle which will complement those communities.
- Facilitate improvement of the sense of connections between the Triangle and other communities in West Sacramento and the greater Sacramento area.
- Facilitate extension of light rail into West Sacramento through the Triangle.
- Expand recreational and view opportunities in the Triangle area, especially along the waterfront.

Private Responsibility

- Assist the City in accomplishing its objectives for this area.
- Invest in streetscape enhancement, landscape and architectural detailing which reinforce the character and charm of the district.
- Participate in assessments and lighting and landscape districts to facilitate economic health of the area.
- Provide shaded public spaces and ample exterior lighting for people to comfortably congregate during the day and at night.
- Design developments which complement their surroundings, favoring circulation on foot and encouraging enjoyment of the environment beyond the work day.

AUTHORITY

All development within the Triangle shall conform to this Specific Plan. When adopted pursuant to Section 65450 of the State of California Government Code, this Specific Plan shall supplement or take precedence over the City of West Sacramento's development regulations previously applicable in the Triangle. For issues not addressed by this Plan, the existing and subsequently adopted City of West Sacramento development regulations shall apply.

The development standards stated in this Specific Plan shall apply to the Triangle. Other City regulatory instruments, specifically the General Plan and the Zoning Ordinance, shall be amended simultaneously with adoption of this Specific Plan to reflect development standards for the Triangle contained in this Plan. However, many of the more detailed aspects of development regulations are not repeated in this Plan, so the appropriate City instruments, such as the Zoning Ordinance, must be referred to as well.



INTRODUCTION

Any City instrument which imposes different burdens or restrictions upon the use of land than those contained in the Specific Plan shall be deemed to be in conflict. In the case of conflicting provisions, the provisions of this Specific Plan shall control.

The regulations and guidelines stated in this document provide for development of uses in manners consistent with adopted goals and objectives for the Triangle, and with the adopted General Plan for West Sacramento.

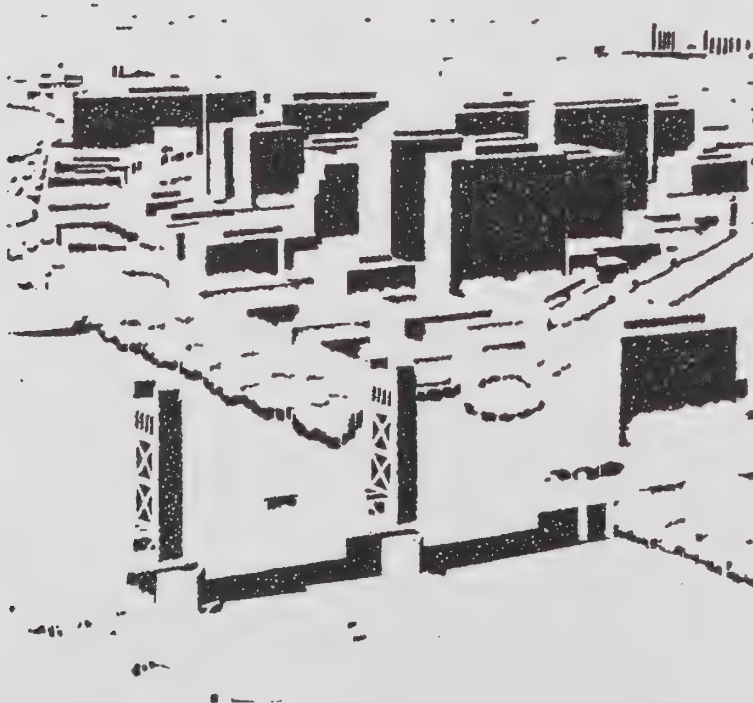
All regulations and guidelines stated in this Specific Plan, together with others which may be applicable through the City's Zoning Ordinance, shall be subject to adjustment through procedures described in this document.

Development policies, standards and guidelines stated in this document are meant to be fixed for the life of the Specific Plan, subject to the amendment process provided by law.

HOW TO USE THE SPECIFIC PLAN

To determine how the provisions of the Specific Plan would apply to development of a specific property:

1. Identify the sub-area(s) in which the property is located by reference to the maps which follow.
2. Review the *Whole Plan* section of this document to understand overall policies, standards and design guidelines.
3. Review the section of this document relating to the sub-area or areas in which the property is located to identify additional policies, standards and design guidelines which may apply.
4. Refer to the West Sacramento Zoning Ordinance for detailed regulations and standards applicable to issues not addressed by this Plan.
5. For guidance on administration and implementation procedures, consult the *Implementation Strategy* section of this document.
6. For further assistance, contact the City of West Sacramento Community Development Department.



A Specific Plan for the Development of Downtown West Sacramento

ORGANIZATION

The purpose of the Plan is to provide a clearly understandable structure for the evolutionary development of an urban core for West Sacramento. The character of desirable development in the Triangle area is a reflection of the civic pride and aspirations of the citizenry, as expressed in goals and objectives which have been adopted for the area.

The Plan for the Triangle describes and directs the desirable redevelopment of the area. The Plan is composed of Goals, Policies, Development Regulations and Design Guidelines and an Implementation Strategy. The application and intent of those elements are clarified by accompanying illustrations, descriptions and discussions.

The **Goals** describe the desired image, substance and evolution of an urban core. They define the quality of desired development, the conditions of its execution and the philosophy of its justification.

Policies are the formal commitment of the City of West Sacramento to the Plan Goals. They portray a general obligation to an idea and a process, to be executed in an orderly manner. They establish priorities for the City which should not be superseded or contradicted by other plans or obligations.

The **Development Regulations** are the specific requirements which must be fulfilled by proposed developments. The Development Regulations apply City Policies for the Triangle as they prescribe the essential conditions for desirable development. Conformance of proposed projects with Development Regulations is determined by a project and design review process. That process is described in Section D of the Implementation Strategy.

The **Design Guidelines** complement the Development Regulations. The Design Guidelines are advisory and serve three objectives:

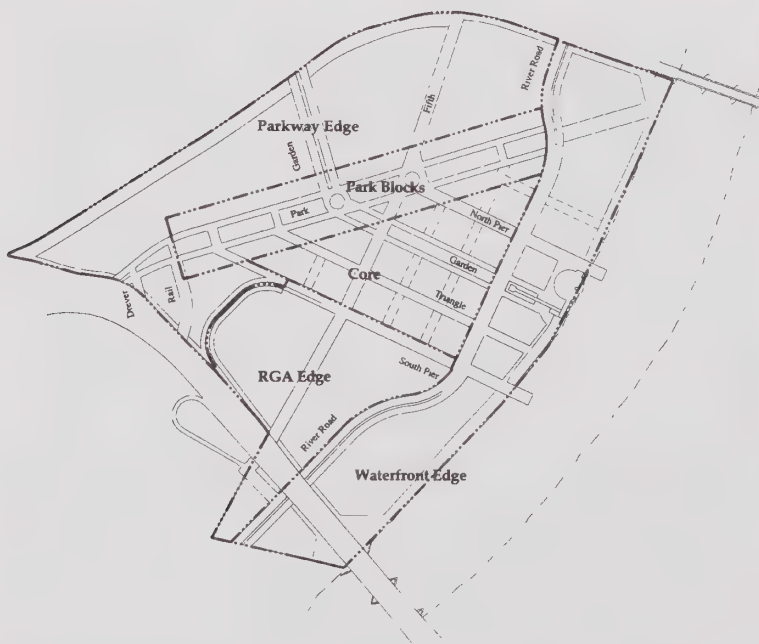
- they provide the most comprehensive illustration of the qualities of desirable development.
- they describe how different activities of the Area may and should complement each other, and in the process, reinforce the development of an urbane community of interdependent parts.
- they are a foundation for negotiations between the City and development interests (public or private) as options are being considered for project scope, configuration, funding and phasing.

Consistency of proposed projects with adopted Design Guidelines will be determined by the Design Review process, which is set forth in the *Implementation Strategy* section.

The Plan is organized in five neighborhood components. These are:

- Waterfront
- Core
- Park Blocks
- Parkway Edge
- RGA Edge.

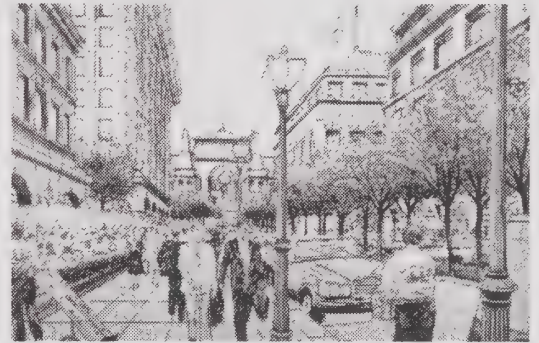
Goals, Policies, Development Regulations and Design Guidelines of the Plan that have general application to several neighborhoods are presented within the Plan section identified as the *Whole Plan*. Those that apply only to specific neighborhoods are presented under the relevant sub-area name.



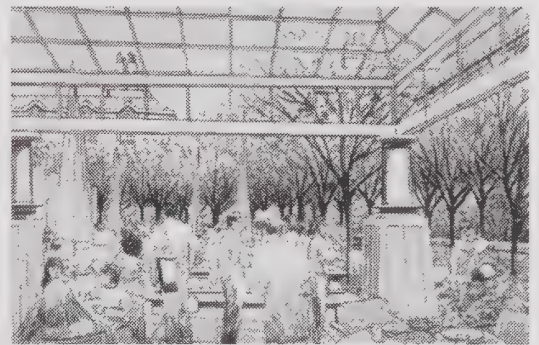
Each of the five neighborhoods will have its own character and present different development opportunities.



The Waterfront



The Core



The Parkway Edge



The RGA Edge

PURPOSE

The Triangle will develop as a series of neighborhoods which, when aggregated, will form a new urban core for West Sacramento. The development process will occur in phases and will transform the area from an industrial use to an urban mix of uses consistent with its General Plan designation of Riverfront Mixed Use. *The Whole Plan* provides a framework of goals, policies, regulations and guidelines. These collectively describe a physical context for the more specific but parallel criteria established for each neighborhood.

The Goals for the Triangle, as adopted by the City, are derivative of goals and objectives included in the City of West Sacramento General Plan which was adopted in May 1990. These Goals portray the development aspirations for an urban center for the City. The adopted Goals for the Triangle are:

GOALS

- *DEVELOP A PLACE OF CIVIC SIGNIFICANCE FOR WEST SACRAMENTO WHICH ESTABLISHES IT AS A RIVER CITY.*
- *ATTRACT BUSINESS TO WEST SACRAMENTO.*
- *CREATE A PLAN WHICH STIMULATES DEVELOPMENT OF UNDERDEVELOPED PROPERTY AND ACCOMMODATES OPERATION OF EXISTING AND INTERIM USES.*
- *EXPAND AND ENHANCE THE ROLE OF WEST SACRAMENTO IN THE REGION.*

POLICIES

Policies for the Triangle are consistent with the City of West Sacramento General Plan. They establish the City's approach to the implementation of adopted City Goals for development of the Triangle. These policies describe the specific commitments of the City to stimulate and guide desirable development of the Area. For ease of application, policies are organized in five categories: Land Use, Infrastructure, Urban Design and Implementation.

Land Use Policies

THE CITY WILL FACILITATE DEVELOPMENT OF THE TRIANGLE AS A PLACE OF CIVIC SIGNIFICANCE FOR WEST SACRAMENTO WHICH ESTABLISHES ITS IMAGE AS A RIVER CITY.

THE CITY WILL CONTINUE TO RESPECT THE TRADITION OF INDIVIDUAL COMMUNITIES WITHIN WEST SACRAMENTO AND WILL ENCOURAGE THE DEVELOPMENT OF NEW USES IN THE TRIANGLE WHICH COMPLEMENT THOSE COMMUNITIES.

THE CITY WILL CULTIVATE A DIVERSITY OF USES AND SERVICES TO ENHANCE ECONOMIC AND SOCIAL VITALITY IN THE TRIANGLE.

THE CITY WILL PROMOTE THE DEVELOPMENT OF QUALITY HOUSING TO EXPAND THE RANGE OF HOUSING TYPES CURRENTLY AVAILABLE IN WEST SACRAMENTO, AND TO PROMOTE A BALANCE BETWEEN JOBS AND HOUSING IN THE CITY.

THE CITY WILL ENSURE THE PROVISION OF ADEQUATE SERVICES TO SUPPORT THE NEEDS OF EXISTING AND FUTURE DEVELOPMENT IN THE TRIANGLE.



Unique urban public spaces are fundamental to the plan of The Triangle Area.

THE PLAN

THE CITY WILL CONTROL THE LOCATION, EXTENT AND CONFIGURATION OF ANCILLARY USES TO FULFILL THEIR PURPOSE OF SUPPORTING PRIMARY USES IN THE TRIANGLE.

THE CITY WILL IMPOSE CONDITIONS ON NON-CONFORMING USES TO ENSURE THAT INCOMPATIBLE ACTIVITIES SHALL BE TERMINATED WITHIN A SPECIFIED PERIOD.

THE CITY WILL, WHEN NECESSARY, USE ITS REDEVELOPMENT POWERS TO FACILITATE IMPLEMENTATION OF THE PLAN.

THE CITY SHALL REQUIRE ALL PROPOSALS FOR DEVELOPMENT WITHIN THE PLANNING AREA TO INCLUDE AN APPROPRIATE LANDSCAPE AND PUBLIC OPEN SPACE PLAN IN CONFORMANCE WITH THE PROVISIONS OF THE SPECIFIC PLAN.

THE CITY SHALL REQUIRE ALL PROPOSALS FOR HOUSING DEVELOPMENT WITHIN THE PLANNING AREA TO IMPLEMENT APPROPRIATE MEASURES TO PROTECT OCCUPANTS FROM EXCESSIVE NOISE EXPOSURE, CONSISTENT WITH THE PROVISIONS OF THE GENERAL PLAN.

THE CITY SHALL REQUIRE THAT ALL PROPOSALS FOR DEVELOPMENT PROTECT ENVIRONMENTALLY SENSITIVE AREAS AND PROVIDE FOR MANAGEMENT OF THESE RESOURCES, OR MITIGATE AS SET FORTH IN THE PLAN, IN ACCORDANCE WITH STATE AND FEDERAL GUIDELINES.

THE CITY SHALL LIMIT THE EXPANSION AND CONTINUED OPERATION OF NON-CONFORMING USES IN THE TRIANGLE AND SHALL ENSURE CONSISTENCY OF NEW USES WITH THE ADOPTED LAND USE PLAN.

Circulation Policies

THE CITY WILL PROMOTE AND MAINTAIN THE TRIANGLE AS A TRANSIT ORIENTED COMMUNITY.

THE CITY WILL FACILITATE THE EXTENSION OF LIGHT RAIL INTO THE TRIANGLE.

THE CITY WILL PROMOTE PEDESTRIAN AND BICYCLE TRAVEL AS ALTERNATIVES TO AUTOMOBILE USE.

THE CITY SHALL REQUIRE EACH DEVELOPMENT PROJECT WITHIN THE TRIANGLE AREA TO COMPLY WITH A CITY-ESTABLISHED TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM.

THE CITY WILL FACILITATE CREATION OF EFFECTIVE CONNECTIONS BETWEEN THE TRIANGLE AND OTHER COMMUNITIES IN WEST SACRAMENTO AND THE GREATER SACRAMENTO AREA.

THE CITY WILL PROMOTE AND MAINTAIN PUBLIC AND PRIVATE TRANSPORTATION ACCESS RESPONSIVE TO THE NEEDS OF ALL RESIDENTS OF THE TRIANGLE AND SUPPORTIVE OF BUSINESSES LOCATED THERE.

THE CITY SHALL REQUIRE EACH DEVELOPMENT PLAN TO PROVIDE PUBLIC ACCESS TO ADJACENT OPEN SPACE AREAS IN THE MANNER SHOWN ON THE LAND USE PLAN AND THAT IS CONSISTENT WITH THE INTENT AND PURPOSES OF THE SPECIFIC PLAN.

Parking Policies

THE CITY WILL DEVELOP AND ADOPT A PARKING PLAN WHICH PROVIDES MINIMUM AND MAXIMUM PARKING ALLOCATION STANDARDS NECESSARY FOR DESIRED DEVELOPMENT, BUT WHICH ALSO ESTABLISHES A SCHEDULE FOR REDUCING THOSE MAXIMUMS FOR THE PURPOSE OF ENCOURAGING INCREASED DEPENDENCY ON PUBLIC TRANSPORTATION ALTERNATIVES.

THE CITY WILL INSTITUTE AND MANAGE A TRANSPORTATION MANAGEMENT PROGRAM FOR THE TRIANGLE WHICH WILL EVALUATE CHANGING TRANSPORTATION CONDITIONS AND MODIFY EXISTING STANDARDS SO THAT TRANSPORTATION GOALS FOR THE TRIANGLE WILL CONTINUE TO BE FULFILLED.

Urban Design Policies

THE CITY WILL ENCOURAGE DEVELOPMENT OF AN URBAN WATERFRONT WHICH APPROPRIATELY CELEBRATES WEST SACRAMENTO'S CENTRAL RIVER FRONT.

THE CITY WILL PROMOTE THE DEVELOPMENT OF A COHESIVE AND AESTHETICALLY PLEASING URBAN STRUCTURE WITHIN THE TRIANGLE

THE CITY WILL INVEST IN THE DEVELOPMENT OF STREETSCAPES, LANDSCAPED OPEN SPACES AND TREE PLANTINGS AS COMPONENTS OF A COHERENT PUBLIC OPEN SPACE SYSTEM.

THE CITY WILL FACILITATE CREATION OF AN ENVIRONMENT IN WHICH PEOPLE FEEL COMFORTABLE AND SAFE WALKING AND SITTING IN PUBLIC SPACES DURING THE DAY AND AFTER DARK.

Affordable Housing Policies

THE CITY WILL REQUIRE ALL DEVELOPMENTS WHICH INCLUDE HOUSING TO ADHERE TO THE AFFORDABLE HOUSING POLICIES SET OUT BELOW:

In accordance with State Laws, the Redevelopment Agency will require that as the Triangle develops, no less than the applicable minimum required percentages of all residential units constructed shall be affordable to persons of very low, low and moderate income levels as required by California Community Redevelopment Law.

The Redevelopment Agency will require that a developer of a project containing residential units address the balance of affordable units, and provide needed affordable units on site as an integral component of the development. If off-site arrangements are necessary, the affordable units shall be provided within the West Sacramento Triangle Specific Plan Area and shall be constructed and made ready for occupancy prior to or concurrently with the market rate units.

The requirement for providing affordable housing units set forth in these policies shall be met by the construction of such units in the Plan Area.

Redevelopment Policies

THE REDEVELOPMENT AGENCY WILL USE ITS POWERS TO PROMOTE THE DEVELOPMENT OF AFFORDABLE HOUSING IN THE TRIANGLE:

The City will reinvest within the Triangle all housing set-aside tax increment money generated by development in the Triangle to provide for the development of affordable housing.

The Redevelopment Agency may, at its sole discretion, decide to provide financial assistance to developments which include affordable housing units if the Agency determines that assistance is necessary in order to make the development economically feasible.

The Redevelopment Agency may, at its sole discretion, waive an affordable requirement in an individual project, or accept land or payments in lieu under exceptional circumstances, but at all times shall provide for the balance of residential units in the Triangle Area to include sufficient affordable housing units to achieve the intent of the law.

Development Regulations establish the minimum standards which must be met by proposed projects. They are organized in categories as they apply to the Whole Plan.

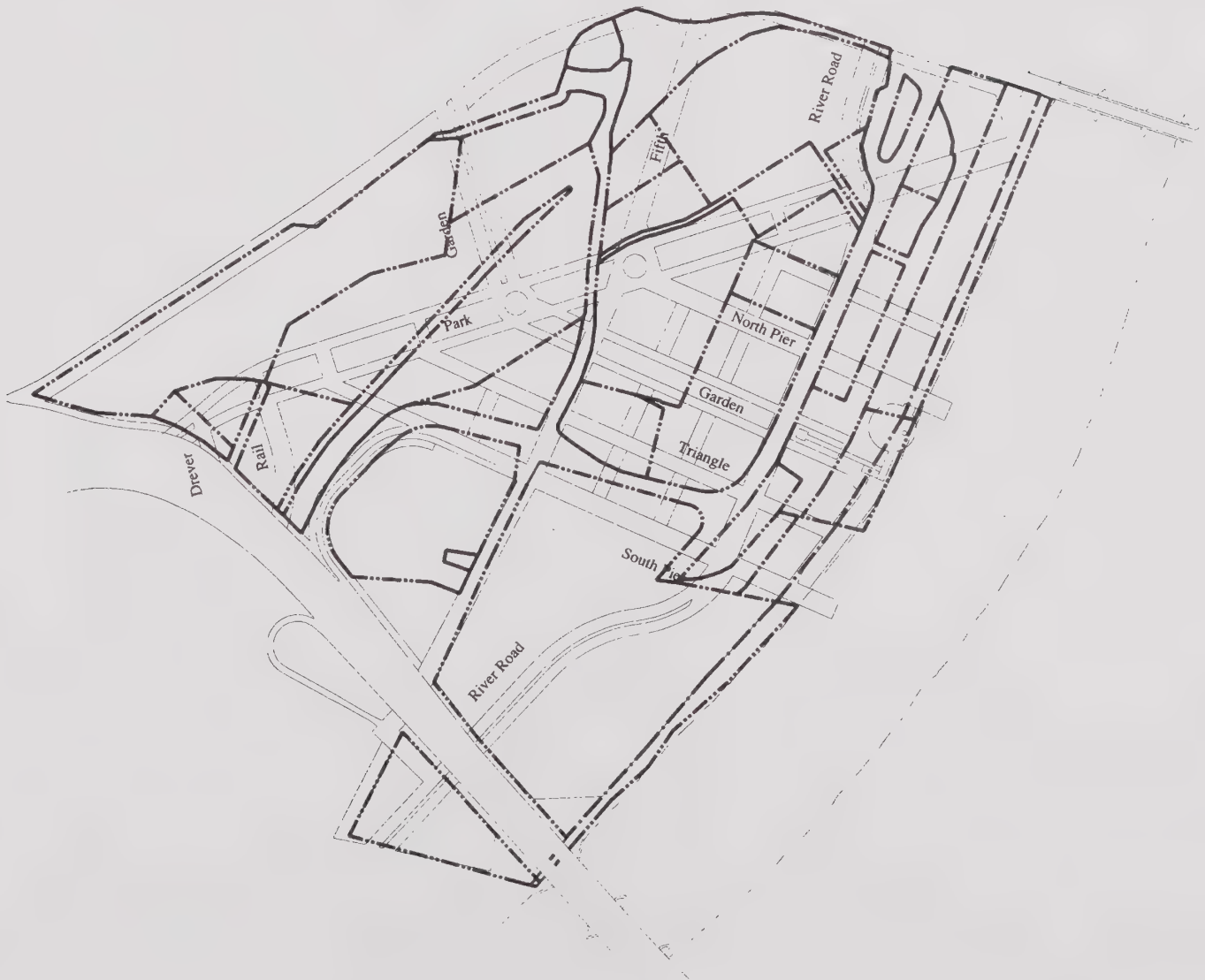
DEVELOPMENT REGULATIONS

Land Use

Waterfront Mixed Uses

All land within the Triangle is zoned for Waterfront Mixed Use [WF] which allows for a compatible mixture of commercial, office, residential and retail uses in accordance with the development regulations set forth in this Specific Plan. Such uses can be developed on adjoining properties and in mixed-use developments within single properties.

The majority of existing uses do not conform with this designation, but the plan makes provision for the continued operation of active non-conforming businesses through early stages of redevelopment in the Triangle.



Existing property lines at the time of the plan's publication.

Residential Uses

Housing needs are changing in this region and throughout America. Housing affordability is an increasing concern as the cost of housing exceeds the growth in incomes. Demographic changes are further contributing to the need for innovative medium and high density housing. Dramatic increases in the number of single person and single parent households, together with an increasing number of people who will reach retirement in the 1990s, indicate emerging market opportunities for both owner and rental housing. The Triangle provides an unusually attractive environment in which to meet the needs of these significantly growing urban housing sub-markets.

WF(R)-Required Residential Areas

The Plan includes the designation of certain areas of the Triangle as “required residential” WF(R) as indicated on the map below. In these designated areas, at least 50% of the gross floor space of a development is to be developed as a residential use. The required residential development must be completed and made ready for occupancy prior to or concurrently with other non-residential portions of the project.

Required residential areas are intended to have an unmistakably residential character about them. This will be reflected not only in the style and scale of the architecture, but in the massing of buildings and their relationships to streets and other open spaces.

Noise Reduction

All proposed residential development must be preceded by preparation of noise studies consistent with requirements of the City of West Sacramento General Plan, Goal E, Policy 4. Noise measurements shall be made at all levels intended for residential occupancy. Appropriate attenuation measures shall be implemented to ensure an exterior noise level of 70 Ldn or less at entrances, outdoor balconies, common open space and activity areas, but excluding parking areas. Sound walls may not be used as an attenuation measure, except in the area west of Garden and north of Park.

Affordable Housing

The residential units developed as a result of an Affordable Housing Program will remain affordable for a duration stipulated by specific subsidized financing requirements or the Redevelopment Plan, except to the extent that a longer period of time may be required by other provisions of California Law.

Affordable housing units will be provided in the same proportion of bedrooms and with equivalent numbers of parking spaces as market rate units. When integrated into a mixed income development, affordable housing units shall be constructed of the same quality of materials so that from the exterior they appear indistinguishable from market rate units.

Current standards for affordable housing as defined by Health and Safety Code Section 50053 are determined for various household sizes in relation to area median income levels. By definition:

Very Low Income	Up to 50% of area median income
Low Income	51% to 80% of area median income
Moderate Income	81% to 120% of area median income



Land Use: The whole area will be zoned WF for waterfront mixed use with WF(R) designations where a residential component is required.

Current Redevelopment Law requires that the 15% of housing which qualifies as affordable be distributed 40% to Very Low Income and 60% to Low Income and Moderate Income recipients. The most current definitions under Community Redevelopment Law will be applied to housing development in the Triangle.

Retail Uses

Retail uses are defined in the City Zoning Ordinance. They are generally restricted to areas of the Core and Waterfront where they can benefit from central location and contribute to sidewalk activity. In other areas of the Triangle, retail is restricted as an ancillary use, intended to serve those who live and work within walking distance. Ancillary retail is restricted as follows:

- It may occupy no more than 2% of the gross allowable floor area.
- It may have very limited dedicated parking.
- It may not occupy a building devoted only to retail uses.

Retail is generally encouraged to locate on pedestrian oriented streets and to be oriented towards public open spaces.

Other Commercial Uses

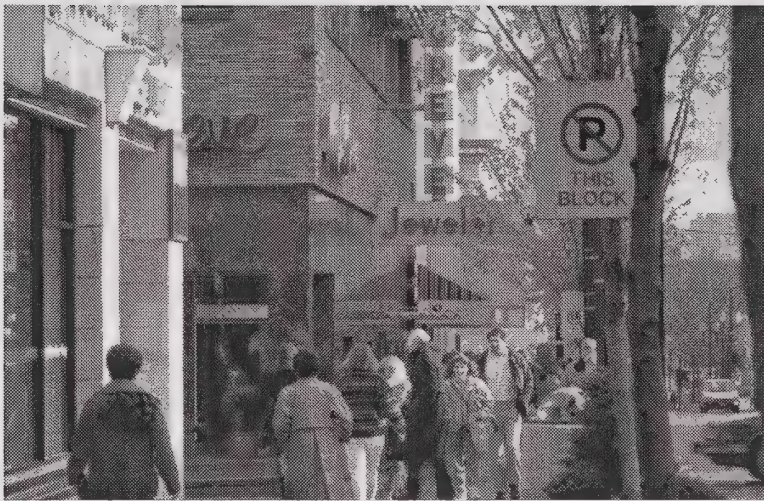
As the Triangle area is developed, new commercial use opportunities will emerge. One such use which can be anticipated is commercial lodging and associated facilities. Downtown or waterfront hotels would cater to a different segment of the market than that served by West Sacramento's existing range of hotels and motels. They would add to the diversity of the area and would bring additional support to nearby restaurants, retailers and other businesses.

Required Retail Frontage

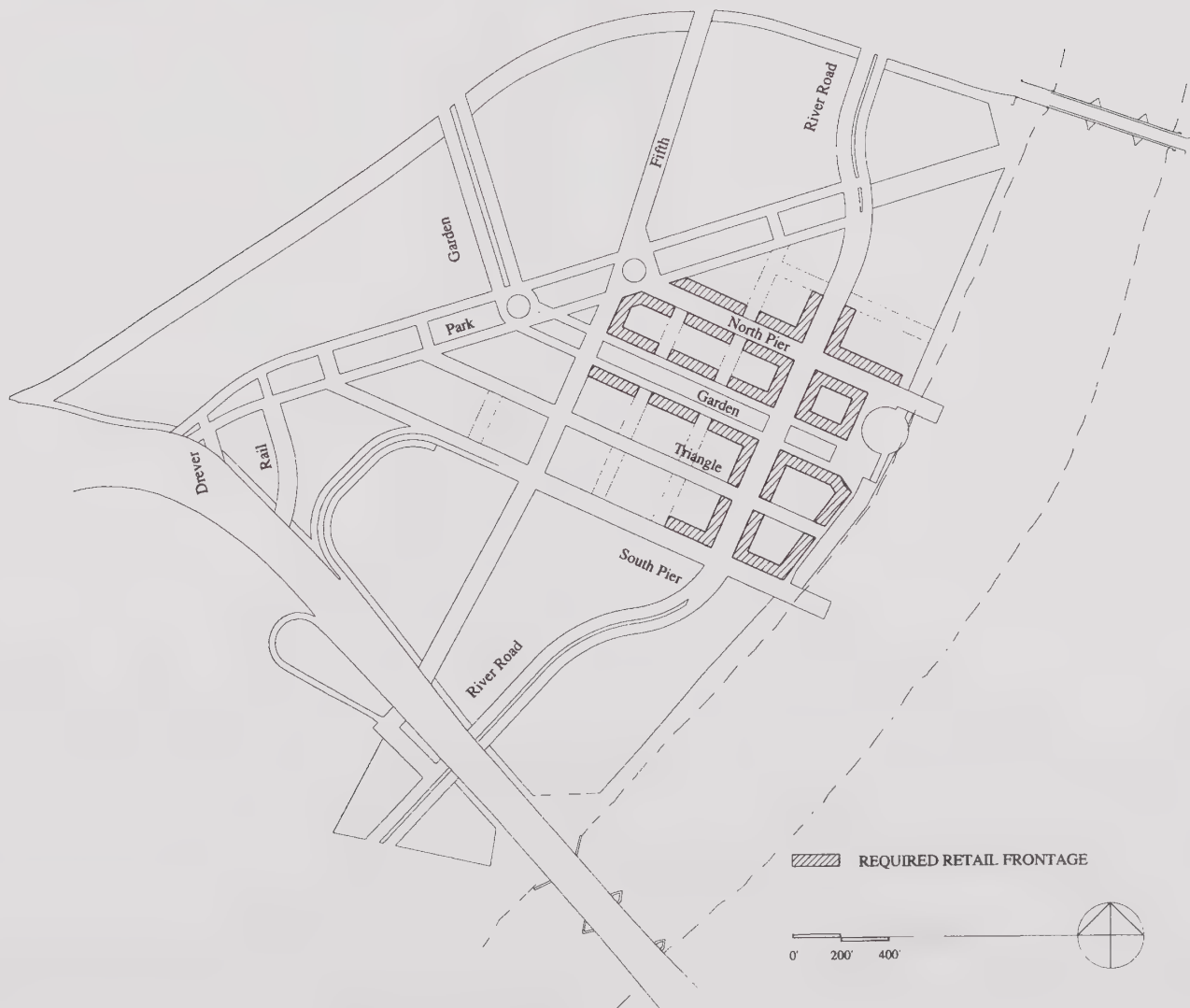
Retail uses serve an important role in enlivening urban sidewalks, both by the visual interest they provide and by the pedestrian activity they generate. In certain locations, retail uses are required along at least half of all building frontages. Neither the depth of retail units nor the floor space is regulated by this requirement, allowing maximum flexibility in the type and configuration of retail and other uses included at street level. Secondary office functions which commonly occupy retail premises but which generate little pedestrian activity should be permitted only as interim users of required retail frontage.

- At least 50% of those street frontages designated *required retail* on the following map must be developed and used for retail purposes.

A



Retail frontage which contributes to a lively and attractive street



Required Retail Frontage are concentrated in The Core and central area of The Waterfront neighborhoods.

Building Heights

Maximum Building Height

Maximum permitted building heights, measured to the cornice, are as shown on the *Building Heights Map* below. Exempt from these limits are penthouses and similar structures which extend no more than 20 feet above the mapped maximum height and occupy no more than 50% of roof area. Poles, masts and other structures which occupy no more than 10% of roof area are exempt from height restrictions. Exceptions to maximum height limits may be permitted as Conditional Uses provided that all relevant design guidelines are satisfactorily addressed.

Residential towers tend to be more slender than high rise office buildings by virtue of their daylighting needs and room sizes. Accordingly, exceptions to maximum building heights are permitted for residential uses in areas where such structures would not compromise overall massing intentions. The “R” designation following a maximum building height indicates that those portions of a structure occupied solely by residential uses may exceed the stated maximum height. All uses are subject to an absolute height limit of 250'. In the Waterfront sub-area, the absolute height limit is 200'.

Minimum Building Height

All buildings in the Triangle are to be at least two stories tall inclusive of any above-grade structured parking. Commercial buildings are to be at least three stories tall, with the exception of interim retail uses on River Road which may be one story tall, subject to City approval of such interim retail uses.



A

Concentrated height in a central location



Building Height Limits: Greatest heights are concentrated in the Core Neighborhood.

Development Density

Development density limits, together with height limits and setback requirements, set parameters for the massing of buildings. Density is also a measure of the intensity of use and provides a means of keeping that intensity in balance with the capabilities of the infrastructure systems to support it.

A single unit of measurement is used as a common basis for all uses, so that any mixture of uses can be gauged to fit within the maximum density permitted on any development parcel. Floor Area Ratio, (FAR), is the ratio of the total gross floor area of a development to the area of the site on which it is located. Gross site area includes land in public right of ways which border a property up to the center line of the street. *[For example, a block measuring 220 feet by 220 feet with 80 foot wide streets on all four sides and a permitted density of FAR 3:1 may support up to 3 x 300 x 300 square feet of gross floor space, or 270,000 SF.]*

Exempted from FAR calculations are uses which make minimal addition to the intensity of use of the infrastructure systems, but contribute to the diversity of activities supported. Since parking is ancillary to commercial and residential uses, it is exempted from further FAR limitation, but is subject to all other controls and regulations normally applicable.

Development Timing

Prior to initiation of any construction work between March 15 and August 15, a qualified biologist shall conduct a survey of the area within half a mile of the construction site to establish the presence or absence of nesting Swainson's hawks. If an active nest is found, the Department of Fish and Game is to be informed at once and construction at that site is to be postponed until the young are fledged. Alternatively, a Department of Fish and Game approved raptor biologist may be engaged during construction and at project expense to monitor active nests intensively as the Department of Fish and Game directs while construction proceeds. In the event that a nest tree is to be removed and fledglings are present, the tree must not be disturbed until September 15 or until the Department of Fish and Game has determined that the young are no longer dependent on the nest tree.

Floor Area Ratio (FAR)

Except as allowed below, development densities may not exceed those shown on the Maximum FAR map. Parking, whether on surface or structure, is excluded from FAR calculations

In the case of mixed use developments, the aggregate floor areas of all occupiable space, including commercial and residential, may not exceed the stated FAR for the parcel on which they are located.



Development Density: Maximum permitted floor area ratios.

Building Setbacks

Building setbacks from the back of sidewalk are regulated to ensure a consistent relationship between adjacent buildings and their shared street frontage, and to provide a recognizable, urban street enclosure. Portions of a building may be set back behind the required frontage line to accommodate entries and other features. Minimum frontage requirements do not apply above the second story.

Setback regulations state the minimum percentage of building frontage which must conform to the frontage line. *[For example, in a half block-front development in the Core with a 110 foot frontage, at least 75% or 82.5 feet of it must be built on the property line.]*

Blank Walls Limitation

For all zero lot line development, at least 50% of wall surfaces between sidewalk level and 12 feet above the sidewalk shall be transparent. Reflective and obscured glass are not considered transparent in this context.

Arcades

Arcades or covered walkways are required along Garden. They permit the development of a continuous street wall which defines and contains the space of the street while protecting the pedestrian path at its edges. It important that arcades be designed to provide clear sight lines for pedestrians who use them, for reasons of personal safety.

Minimum Setbacks Required

- Zero front yard setbacks:
Required Building Frontage 75% minimum
- 25 foot front yard setbacks:
Required Building Frontage 50% minimum
- 25 to 50 foot front yard setbacks:
Required Building Frontage 50% minimum



A

Zero frontyard setbacks reinforce the street.



Building Setbacks: Maximum setbacks are established to encourage an appropriate rapport between structures and the street.

THE PLAN

Street Classification

Streets are classified according to their various purposes so that their dimensions and the amenities they provide can be matched to their usage as the Triangle develops. "Right of way" refers to that portion of a street which is in public ownership or intended to be so in future. Generally, the limits of the public right of way will be coincident with the back edge of sidewalk.

Policies:

THE CITY SHALL REQUIRE THAT ALL PROPOSALS FOR NEW DEVELOPMENT IN THE PLANNING AREA COMPLY WITH CIRCULATION AND TRANSPORTATION REQUIREMENTS OF THIS SPECIFIC PLAN.

THE CITY SHALL REQUIRE THAT PROPOSALS FOR NEW DEVELOPMENT ENSURE ACCESS TO ADJACENT PARCELS WITHIN THE PLANNING AREA.



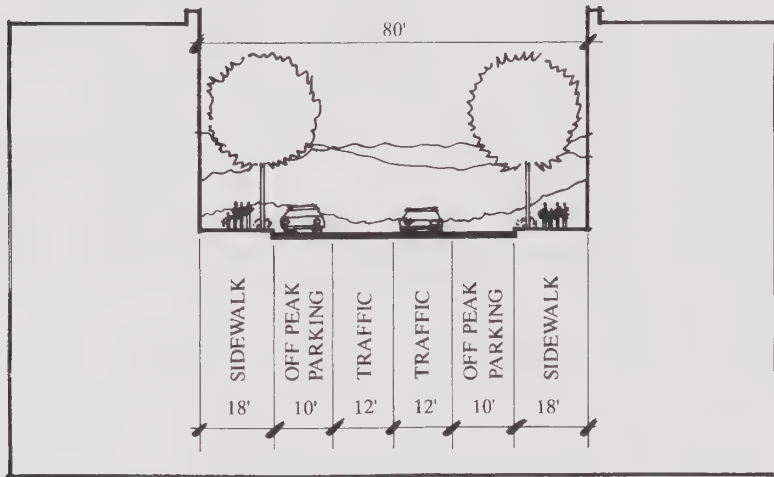
Public right of way classifications and locations in Triangle Area.

Right of Way Standards

Major Access Street

Provides primary vehicular access to and from the Triangle.

Right of way width: 80 to 100 feet

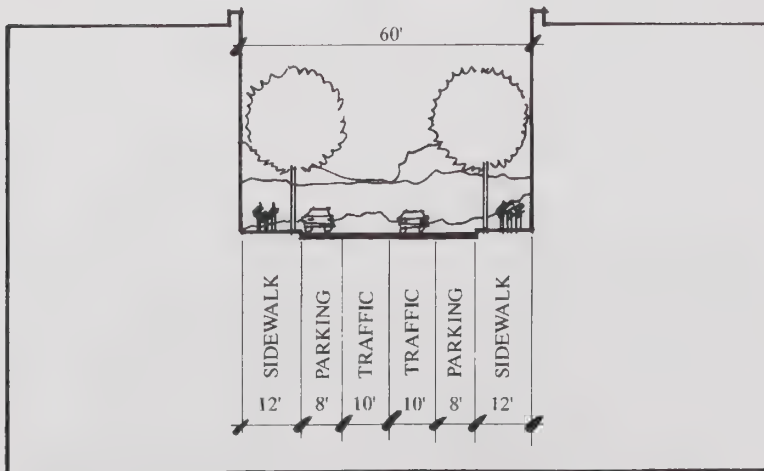


Major Access Street

Local Distributor

Provides vehicular access to major parking structures, service entries and private driveways.

Right of way width: 50 to 60 feet

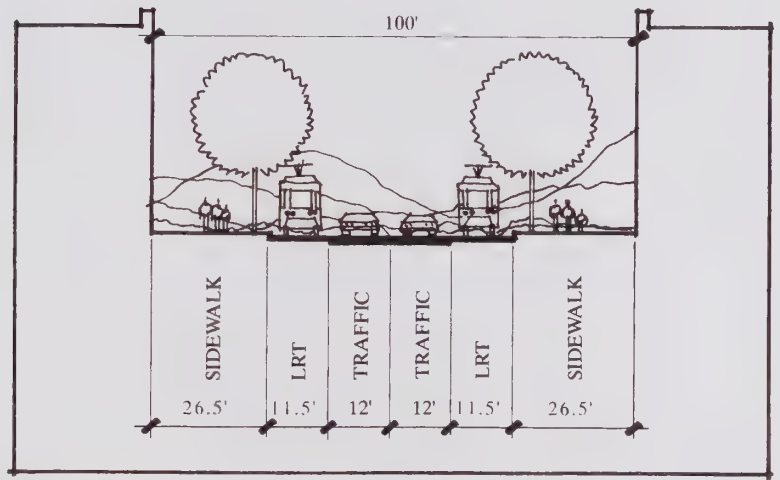


Local Distributor Street

Transit Street

Provides an exclusive lane or lanes for transit. Other streets may be used by buses, but transit streets anticipate the eventual need for an exclusive lane for use by Light Rail Transit [LRT].

Right of way width: 100 to 120 feet depending on LRT configuration.

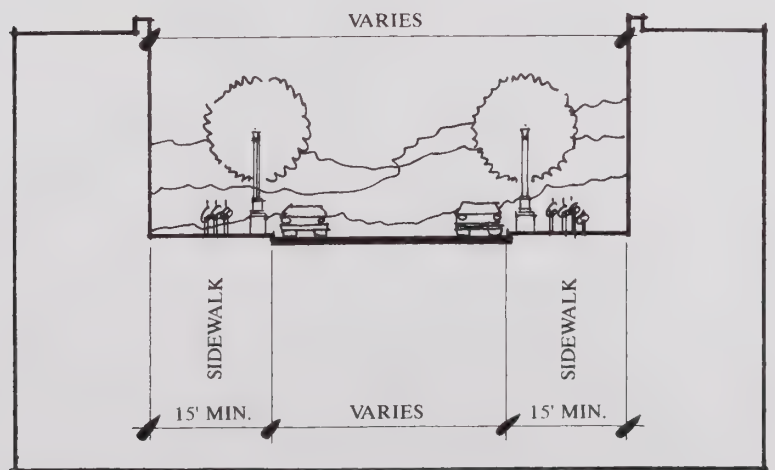


Transit Street

Pedestrian Oriented Street

Emphasizes accommodation of and amenities for pedestrians.

Right of way width: As specified for each street



Pedestrian Street

Vehicular lane widths

Major Access street	12 feet minimum
Distributor	10 feet minimum

Transit lane dimensions

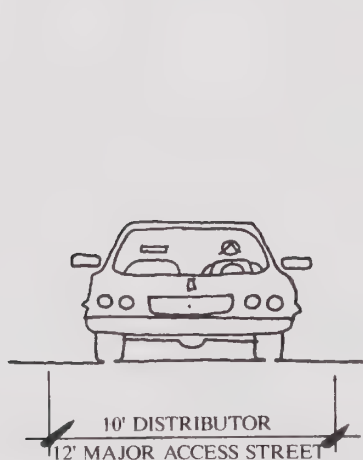
Warning strip	1.5 feet minimum
Net travel lane	11.5 feet minimum
Travel lane at transit stop	10 feet minimum

Parking lane widths

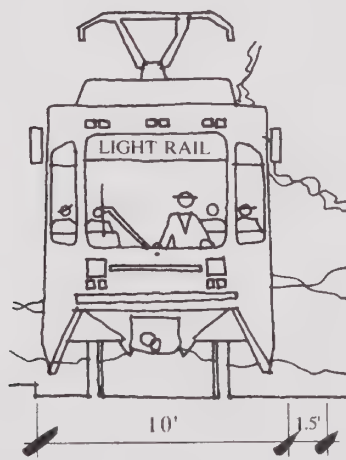
Standard	8 feet minimum
Travel lanes used for off-peak parking only	10 feet minimum

Turn-out lane widths

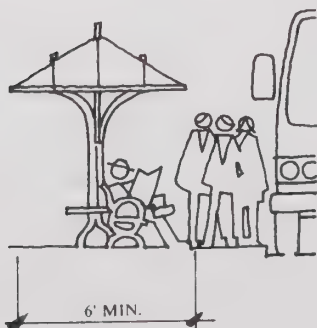
Loading Lane width	10 feet minimum
Bus Turn-out Lane	10 feet minimum



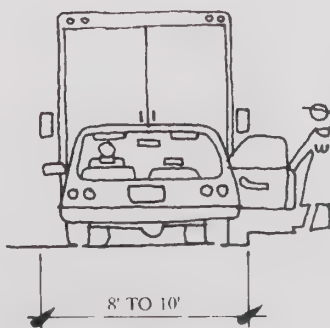
Vehicular Lane Widths



Transit Lane Dimensions at Transit Stop



Transit Stop



Parking, Loading and Bus Turn-Out Lane Widths

THE PLAN

Sidewalk widths on pedestrian oriented streets, overall 15 feet minimum

Building frontage zone	2.0 feet minimum
Through pedestrian zone	7.5 feet minimum
Furnishing zone	4.0 feet minimum
Curb zone	1.5 feet minimum
Arcades	10 feet minimum
Curb radius at intersections	15 feet maximum

Sidewalk widths on other streets, overall 12 feet minimum

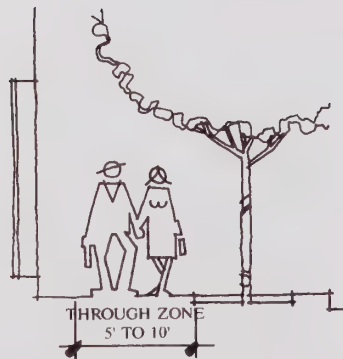
Building frontage zone	1.5 feet minimum
Through pedestrian zone	5.0 feet minimum
Furnishing zone	4.0 feet minimum
Curb zone	1.5 feet minimum
Curb radius at intersections	15 feet maximum

Recreational trail width

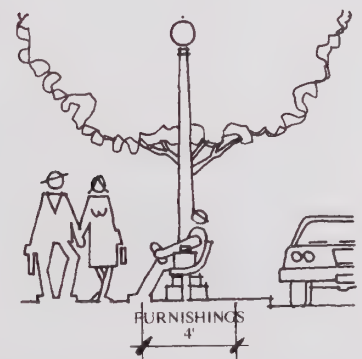
12 feet minimum
with 1 foot clear
on each side.



Building Frontage Zone



Through Pedestrian Zone



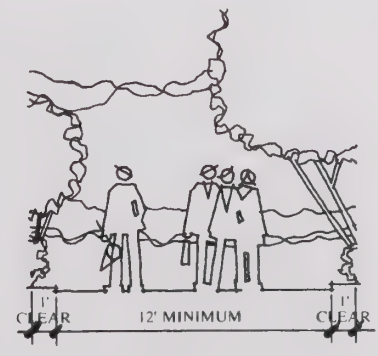
Furnishing Zone



Curb Zone



Arcade



Recreational Trail

Parking Standards

Both minimum and maximum off site parking requirements will be established for projects by neighborhood. A transportation management program will be developed and implemented by the City of West Sacramento or the private sector to survey and evaluate parking requirements. Based on the contributions of transit and other modes which reduce dependency upon auto access, the minimum and maximum parking requirements will be reviewed for possible revision every three to five years.

Up to 40% of parking spaces may be dimensioned for compacts. Parking will be permitted on designated streets as provided in this Plan. In other respects, design dimensions and general provisions regulating the design of parking facilities shall be those prescribed in the City of West Sacramento Zoning Ordinance.

Provisional parking standards shall be as follows:

Offices

minimum:	2.6 spaces per 1000 gross square feet
maximum overall:	3.6 spaces per 1000 gross square feet

Residential

minimum:	1.0 space per dwelling unit
maximum overall:	2.0 spaces per dwelling unit

Other Commercial Uses

Retail:	0 to 1.0 spaces per 1000 square feet
Hotel:	0.75 to 1.25 spaces per room

Parking Space Dimensions

Standard:	8'3" wide, 19'0" long minimum
Compact:	7'6" wide, 17'0" long minimum

Required View Corridors

Streets and landscaping in the Triangle have been planned to extend the advantages of the waterfront into the heart of the site. Views towards and across the river from the interior of the Triangle are important to this sense of common association. Some views, such as the Tower Bridge, have special symbolic importance to West Sacramento. View corridors provide a means of protecting these important visual connections.



View corridors frame places and objects, orienting visitors to the amenities of urban environments.

Park Blocks

- No occupiable structures covering an area greater than 150 square feet or having a height greater than 25 feet shall be located within the Parkway median. Only in exceptional circumstances will any structure be permitted, and then only subject to approval by the City.
- No occupiable structure or plantings higher than 10 feet shall be located within a 50 feet corridor centered within the right of way.

Garden

- No occupiable structure shall be located within the right of way.

Sky bridges

- No sky bridges spanning public right of ways will be permitted.

Open Space and Landscape Standards

Street trees are to be located in sidewalks between curb and pedestrian through zone. Trees will either be installed with tree grates set in sidewalk paving, or will be planted an equivalent distance from the curb in planting strips. See appendix for tree species selection criteria.

Areas of interim and buffer plantings may be installed prior to development. These trees should be planted in a manner which will facilitate their removal and replanting as street trees in later phases of development.

Wetlands

- Any wetlands of one acre or more which are to be filled which the Corps determines will require replacement, wetland restoration will be required in compliance with the requirements of the Corps of Engineers. When required, a wetland restoration plan shall be prepared by a qualified biologist consistent with the General Plan policies and shall be submitted to the Corps of Engineers for approval. Compensation for unavoidable wetland fills shall be provided by the creation of an equal or greater acreage of wetlands of equal or greater value.
- Adequate setbacks consistent with General Plan policies shall be provided for buildings and impervious surfaces adjacent to any wetland habitat areas.
- Prior to development or ground disturbing activities which will occur within wetland habitats during the flowering season of the California hibiscus, a survey for the plant shall be conducted. In the event the species is found, corrective actions required by the U.S. Fish and Wildlife Service shall be implemented in consultation with the U.S. Fish and Wildlife Service.

Street Trees - Sidewalk Conditions

Size:	Minimum 3 inch caliper except Minimum 5 inch caliper on pedestrian oriented streets
Spacing:	Typically 25 feet on center Minimum 15 feet from street lights
Tree Grates:	Minimum 4 feet diameter

Street Trees - Parkway Condition

Size:	Minimum 3 inch caliper
Spacing:	Typically 25 feet on center Minimum 15 feet from street lights
Parkway:	Minimum 6 feet width of planting area.

Entrance Trees

Size:	Minimum 5 inch caliper
Spacing:	Typically 20 feet on center Minimum 15 feet from street lights

Waterfront and Area Landscape

Size & Spacing:	Choose a variety of species, sizes, and vary spacing to achieve short- and long-term effect. Size mix to be: 30% \leq 1/4" caliper 40% \geq 1/2" caliper 30% \geq 1 3/4" caliper Minimum 15 feet from street lights
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Irrigation:	Automatic throughout
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Urban Waterfront

Between North Pier and South Pier

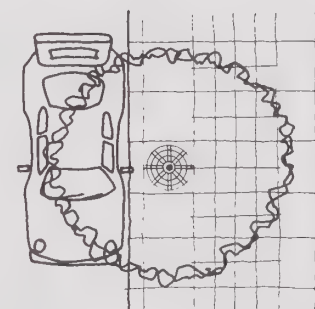
Size:	Minimum 5" caliper
Spacing:	Varies

Street Lighting

Spacing:	Typically 80 to 100 feet apart and at least 15 feet from trees
Height:	18 to 22 feet
Light Level:	Typically 2.5 foot-candles average.

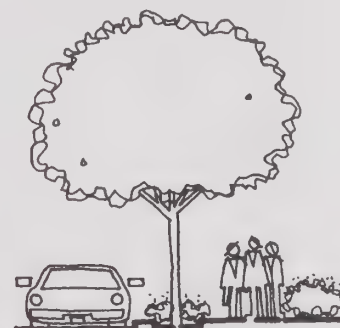


Section

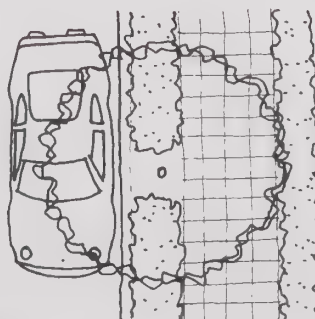


Partial Plan

Street tree in paved sidewalk with tree grates.



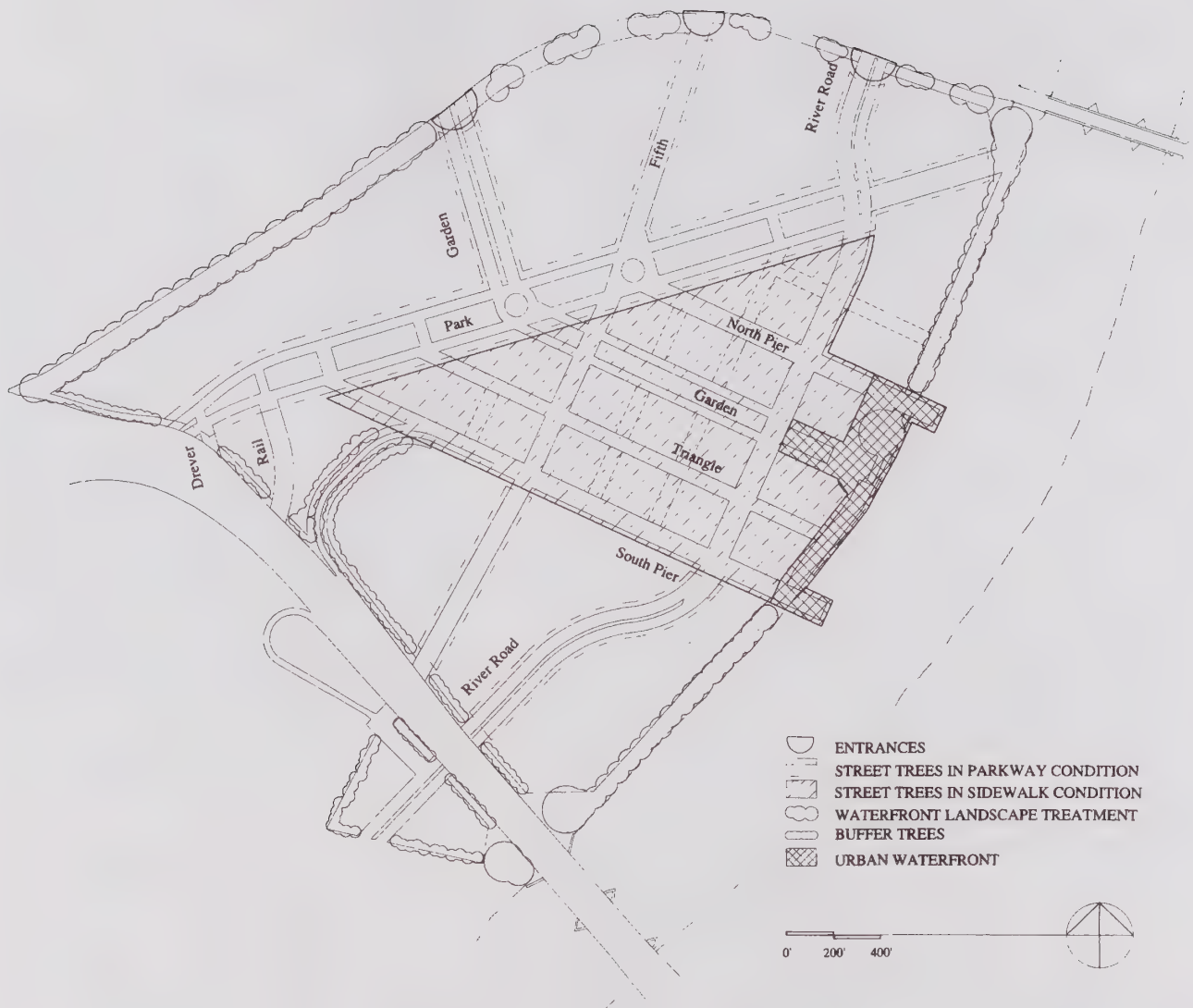
Section



Partial Plan

Street tree in parkway planting strip.

THE PLAN



Open Space and Landscaping Standards

Signage

Freestanding signs will not be permitted, except for interpretive signs, historical markers, architectural monument signs and temporary signs. In other respects, the use, size and disposition of signs is to be consistent with the City of West Sacramento Zoning Ordinance.

Reflective Materials

In order to reduce the potential of glare from reflective building materials, at least half of the surfaces of high-rise non-residential structures shall be of low-reflectance non-polished finishes, and bare metal surfaces on all structures which might contribute to glare problems are to be painted.

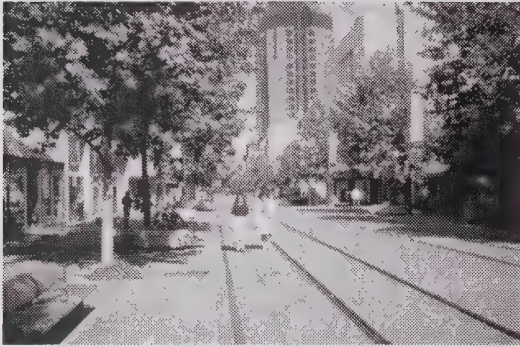
DESIGN GUIDELINES

Design Guidelines describe how the design of a project should relate to the function and appearance of the structures and activities it influences. The quality which differentiates an urbane environment from others is the consistent commitment of activities within that environment to establish rapport with each other. Since the conditions which establish this harmonious relationship will vary from project to project, the design guidelines encourage compatibility rather than prescribing specific and detailed design solutions. The Design Guidelines describe the qualities and criteria for desired behavior rather than stipulating what must be done. An overall objective is to foster development of an environment which is consistently hospitable to those who use it.



Guidelines describe desirable behavior, not specific solutions.

THE PLAN



Reinforce the street's character and use.



Provide a beneficial quality of urban enclosure.



Create an architecture at street level which complements the image of the building and street.

Respect the City's Streets: The street is the space which serves and relates all spaces within the city. If it is to serve those uses effectively, the developments which rely upon it must also *stimulate* and complement the ability of each street to unify both the Triangle and the city as a whole.

Guidelines:

Encourage uses, design and orient structures which reinforce the character, use and scale of adjacent streets.

Develop the edges of streets to provide a quality of urban enclosure which is beneficial to pedestrians and to adjacent owners.

Differentiate the street frontage of buildings at sidewalk level from the architecture above in a manner which complements both the image of the building and the image of the street.

Consider the influence of encroachments into the street on its quality. Enclosed cafes extending into the merchant zone of a sidewalk may be beneficial; skybridges spanning the street tend to degrade the street environment.



Consider the influence of encroachments into the street and its quality.

Respect the City 's Intersections: Intersections must accommodate potentially conflicting movements of vehicles and pedestrians while also providing orientation and identity within the Triangle. The quality of response by each intersection will be influenced by the quality of developments which frame it.

Guidelines:

Encourage uses, design and orient structures which establish intersections as public places which will:

- ° orient the visitor,
- ° display and focus the public activity of the city,
- ° confirm the integrity of the block structure.

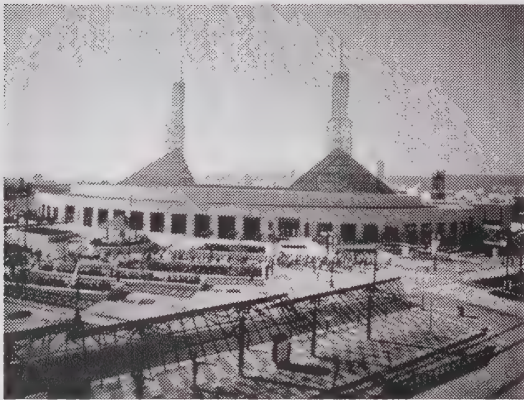


Focus activity and attention to the street intersections.

THE PLAN



Design right of ways to accommodate transit.



Design and orient projects to facilitate the use of transit.



Promote uses which support transit effectively

Promote the Use of Transit: The fit of an expanding transit service in an urban core is directly affected by the commitment of area development to acknowledge and complement the presence of transit. The ability to fit an expanding transit system into an established downtown is significantly influenced by the forethought with which its streets were designed

Guidelines:

Promote uses which tend to encourage the use of transit, particularly during off-peak hours. Locate those uses in a manner which maximizes their effectiveness in supporting transit.

Design and orient access to projects in ways which facilitate the efficient use of transit.

Design street configurations so that future transit can be accommodated without compromise to the transit operation or unnecessary reconstruction of the right of way.

Establish Rapport Between Streets and Adjacent Uses:

The street has an opportunity to make adjacent activities more successful by contributing to their interaction. By doing so, the street encourages uses in adjacent developments which complement the function and character of the street.

Guidelines:

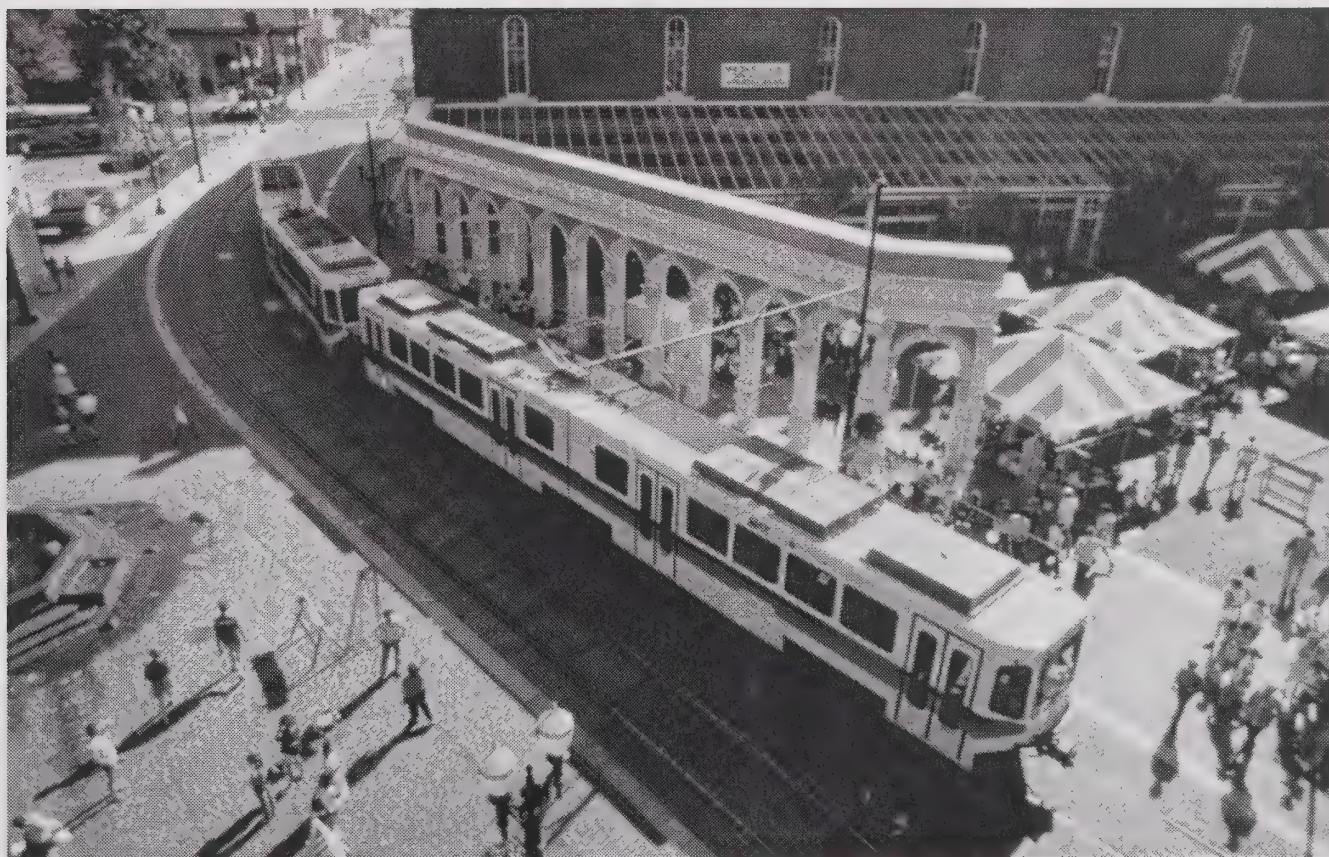
Design and operate streets so that adjacent structures and spaces are encouraged to use the public space for their own benefit.

Develop and operate transit so that it supports and respects the functional and economic requirements of abutting development.



A

Design and operate streets so adjacent structures and spaces can use them for their own benefit.



B

Design and operate transit to respect the requirements of abutting development.

THE PLAN



Design projects to assist visitors locate, understand, and appreciate the places within and near the Triangle.



Develop viewing places to orient the visitor.



Locate and design buildings to enhance the quality and clarity of both entry and departure from the Triangle Area.



Design streets so they can be readily recognized as part of a system.

Respect and Orient the Visitor: Urban centers achieve urbanity when they provide a coherent order which is understandable to visitors as well as to residents and occupants. As the system of streets in the Triangle resolves the order of adjacent properties, it must also provide an order which is understandable to those unfamiliar with the area.

Guidelines:

Configure projects in a manner which will assist visitors to locate, understand and appreciate those monuments, events and institutions located within and near the Triangle.

Develop stopping and viewing places which help orient and inform the visitor.

Mark the principal entrances to the Triangle, with inviting architecture and amenable open spaces, so that the quality and clarity of both entry and departure is enhanced and connections with adjoining neighborhoods are strengthened.

Design and maintain streets so that they have a character which can readily be recognized as parts of a system within which visitors can ascertain their whereabouts.

Phase the development of the street system so that its organization can be understood and efficiently utilized at every stage of development.



Phase the development of the street system so that it can be used and understood at every stage of development

Accommodate the Visitor: Urban centers achieve urbanity when they succeed in accommodating a diverse population and the cosmopolitan values they bring. It is the responsibility of the Triangle to attract uses which foster such diversity. The character of initial developments is important in this respect since they will establish precedents for what follows.

Guidelines:

Provide a variety of public places with charm which will encourage people to use the pedestrian environment to the full, with spaces for formal and informal gatherings and simple contemplation.

Configure buildings so that shade, winter sunshine, wind and rain protection are provided at formal and informal meeting places.



Provide a variety of public places to encourage people to use the pedestrian environment to the full.

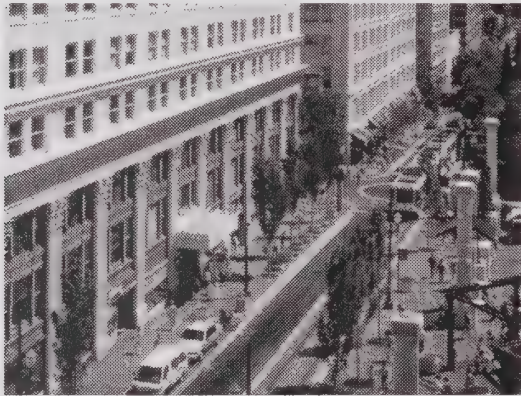


Design projects to provide formal and informal meeting places with shade, winter sunshine, and protection from wind and rain.

THE PLAN



Produce an architecture which reflects the aspirations of the citizens.



Design, construct, and operate streets which establish a standard for civic design in the Triangle.

Maintain a Quality of Civic Design: Public projects have a primary responsibility to establish standards for civic design in a city, yet all projects should respect and apply those principles. It is at the core of a city that one expects these qualities to be most consistently exemplified.

The image and aspirations of a good city are most effectively conveyed by the functional and aesthetic qualities of its streets.

Guidelines:

Design, construct and operate streets with a charm and character which establish the standard of civic design for the Triangle.

Produce an architecture which is not only appropriate for the occupant, but which also reflects the aspirations of the citizenry and the character of the community.

Promote the development of a civic heart to the Triangle.



Develop an institutional heart for the triangle.

Provide a Secure and Inviting Mixed Use Environment: Mixed use areas are inviting only if they provide the kind of public and private environments that encourage employees to identify with and support the neighborhood they occupy while allowing residents to pursue the style of life to which they aspire. Without exception, those aspirations can be met only if the environment is safe and secure allowing each resident to function as an individual, or as a member of a group, with independence and personal freedom.

Guidelines:

Develop all public areas as visually accessible and well lit spaces.

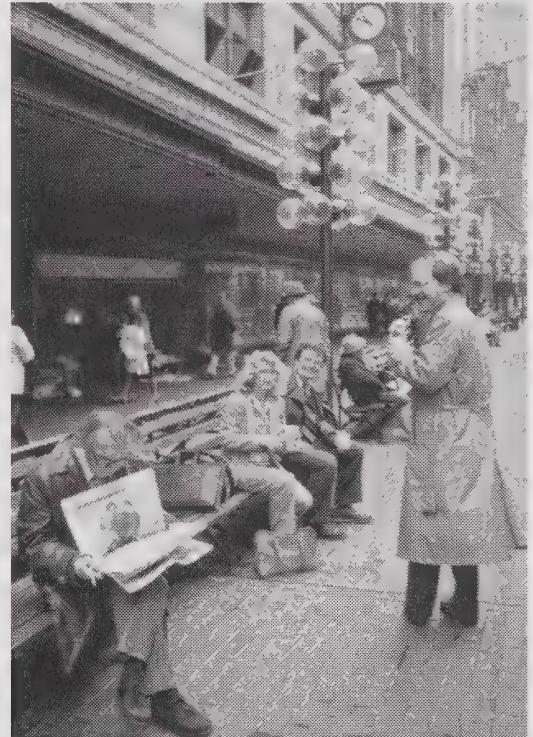
Concentrate public services at locations where the greatest diversity of public activity is anticipated.

Develop and maintain both passive and active recreational spaces which remain accessible to all residents. Locate them so that they provide neighborhoods with individual identities.



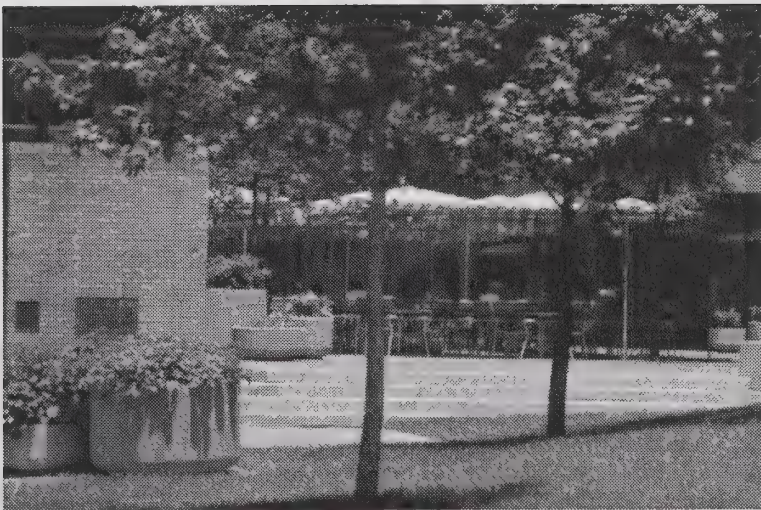
A

Develop all public areas as visually accessible and well lit spaces.



B

Concentrate public services at locations where the greatest diversity of public activity is anticipated.



C

Develop and maintain both passive and active recreational spaces which remain accessible to all residents.

THE PLAN

Respect Architectural Precedents: Urban centers exist because of the mutual benefits of proximity between many uses. Those benefits are diluted in a downtown of egocentric and largely independent structures. Conversely, the advantages of proximity are confirmed by architecture which acknowledges and respects worthy precedents, assuming responsibility for expanding and enhancing the urban context.

Guidelines:

Provide an architecture which respects the best precedents of scale, proportion and materials used by neighboring structures.



Design architecture which respects the best elements of neighboring structures.

Enhance Rapport Through Orientation: Proximity alone does not guarantee rapport. The challenge is to invite and encourage projects in the Triangle which are inclined to complement and communicate with their neighbors.

Guidelines:

Locate street-oriented uses together so that they reinforce one-another. Encourage compatible and complementary uses to co-locate.

Encourage ground level retail, cafes and other pedestrian generating uses at intersections.

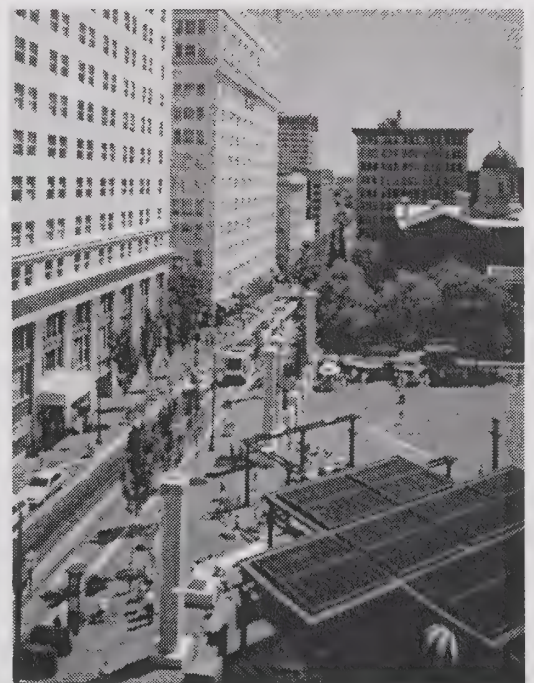
Encourage uses in conspicuous locations which will be active and inviting in the evenings and at weekends.



Encourage ground level retail at designated intersections.



Encourage uses which are active and inviting in the evening and weekend.



Locate compatible street-oriented uses together so that they reinforce one-another.

THE PLAN

Respect Access to Private Views: It is a public responsibility to protect important public views, but regulation rarely includes protection of private views. However, it is appropriate for each project within the Triangle to consider its possible impacts on the views of its neighbors.

Guideline:

Evaluate the effects of alternative project configurations on the ability of neighbors to maintain access to important views.



Evaluate the effects of alternative project configurations on the ability of neighbors to maintain access to important views.

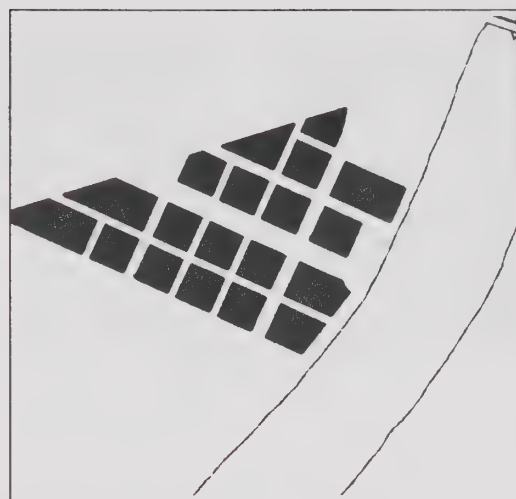
Respect the City's Structure: The core of the Triangle is organized as a grid of streets oriented towards the waterfront. The core is connected to adjacent neighborhoods by established streets which divide larger, perimeter blocks. By this means, the broader access needs of West Sacramento and beyond can be reconciled with internal needs of the Triangle.

Guidelines:

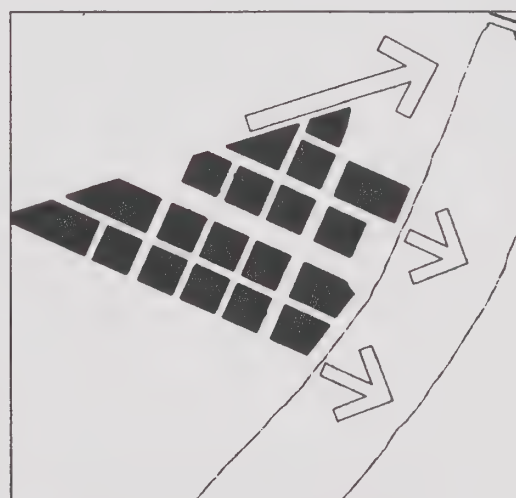
Develop access to large parcels abutting the core with right of ways which align with streets within the core.

Reinforce the river orientation of the core.

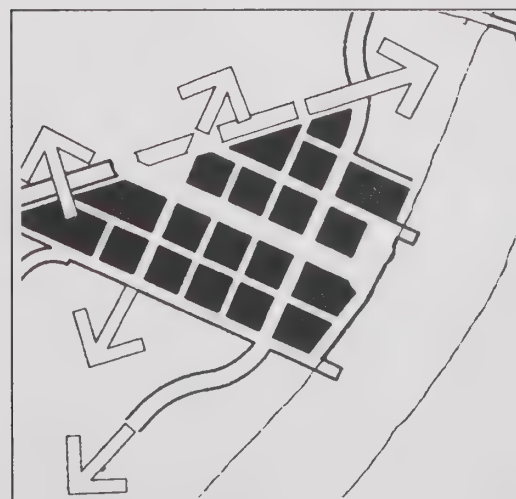
Develop blocks in a manner which reinforces the orientation and configuration of the street grid.



Reinforce the orientation and configuration of the block structure.



Reinforce the river orientation of the Core.

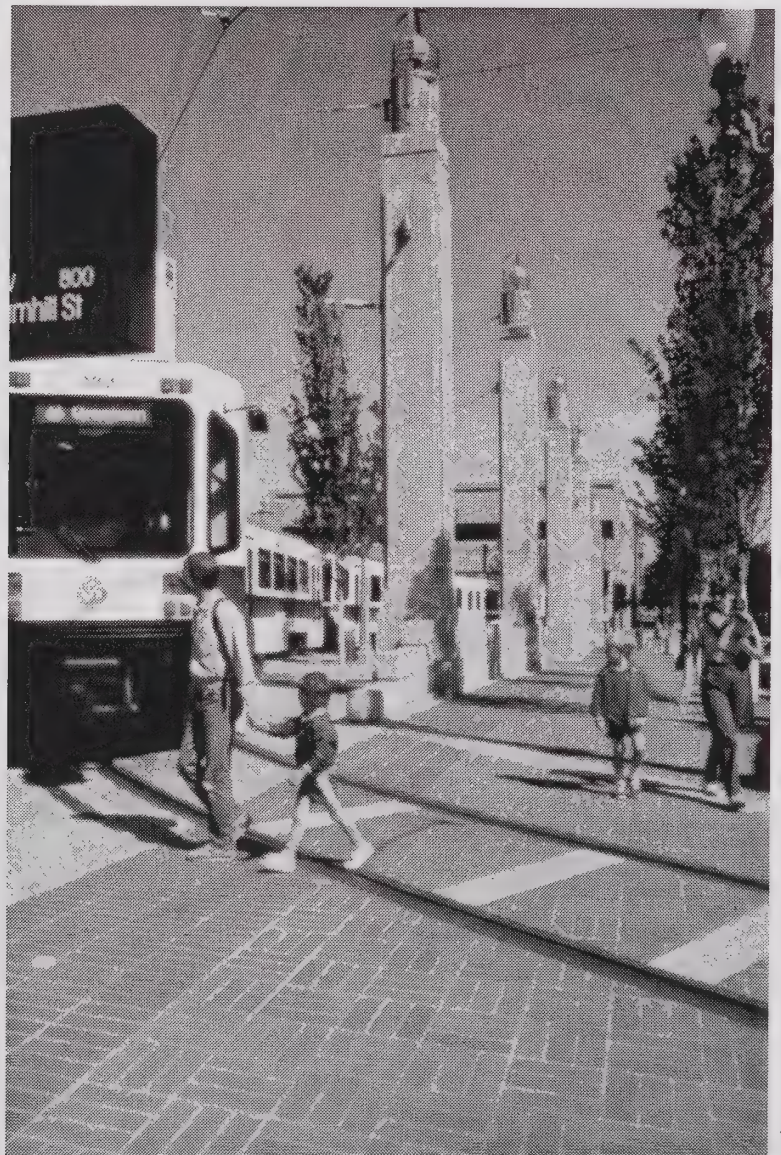


Design Streets in the perimeter parcels to align with those in the Core.

Develop Rapport Between Pedestrian and Vehicle: The most successful streets are those which accommodate the circulation requirements of all users and occupants.

Guideline:

Design, develop and operate streets throughout the Triangle so that vehicles and pedestrians coexist without compromise or exclusion.



Design and operate streets so that vehicles and pedestrians can coexist.

Use Landscape Materials that Recall and are Sympathetic to the Site 's Regional Context: The treatment of the exterior spaces (both public and private) will serve a significant role in defining the character of the Triangle. The treatment of the landscape needs to create an immediate image, while accommodating future growth needs and characteristics. Recognize the prevailing hot summer and fall climate and the need to use water wisely in the use and choice of plant materials.

Guidelines:

Create a "City of Trees" to increase human comfort and to minimize building energy demands.

Select plant materials which minimize the use of water, improve wildlife habitat and look good.



A

Use plant materials which require minimum irrigation.



B

Use trees to make shade for pedestrians, paved areas, and buildings providing thermal comfort and enhancing energy efficiency.

THE PLAN



Create exterior spaces with an identity which contributes to the cohesiveness of the entire Triangle.



Provide access to open space corridors that lead to the river edge.

Recognize the Integral Role of the Open Space System: The Triangle's Open Space System consists of parks, civic spaces, waterfront lands, and transportation corridor edges. Each open space element requires an aesthetic and functional solution responsive to the demands of its role in the overall development of the Triangle.

Guidelines:

Reinforce the planning and design principles Waterfront Specific Plan.

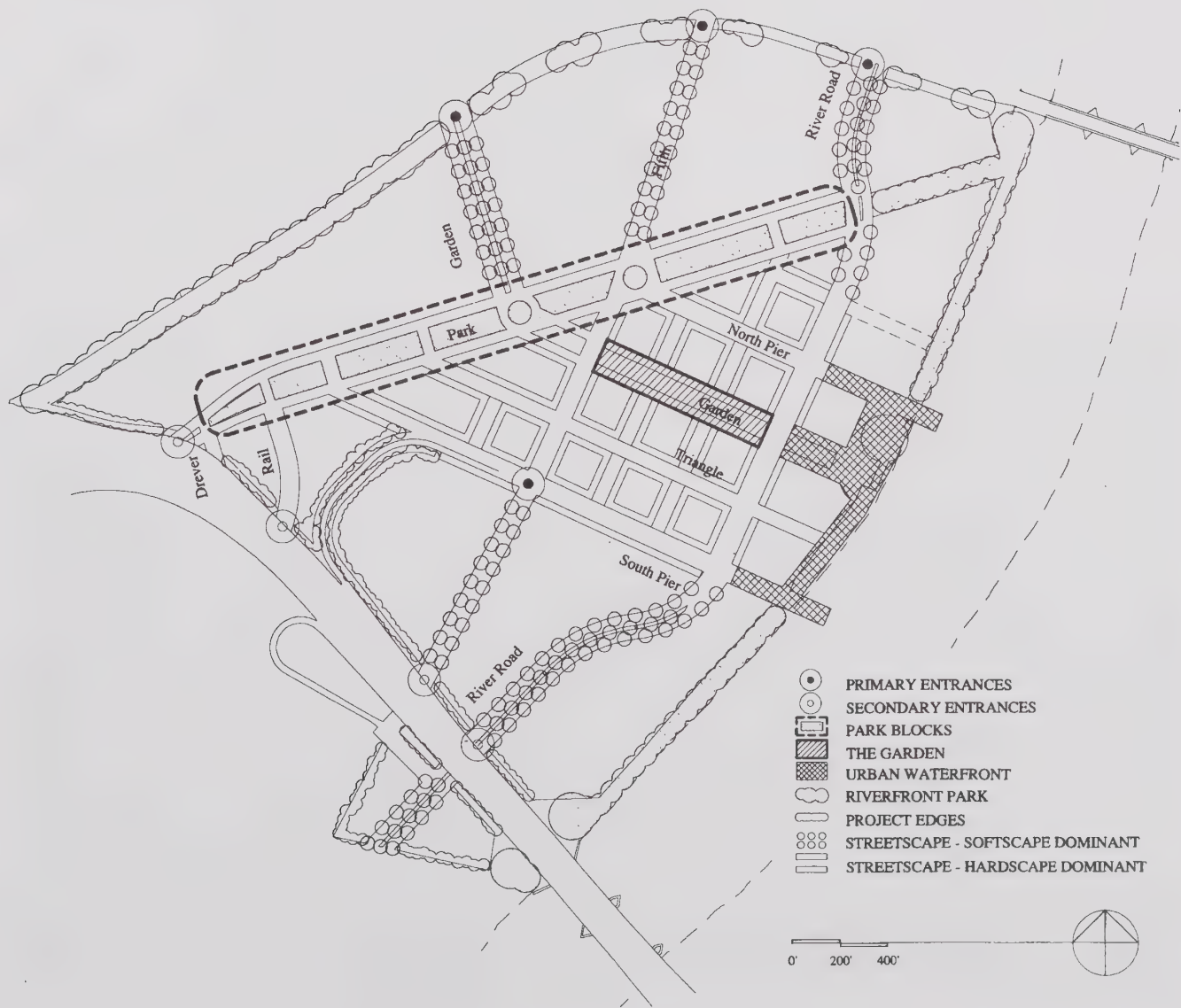
Establish exterior spaces that bring identity to their immediate surroundings and, as an interrelated system, create a sense of cohesiveness for the entirety of the Triangle.

Reveal the value of the river to the community of West Sacramento via access to open space corridors that lead to and along the river edge.

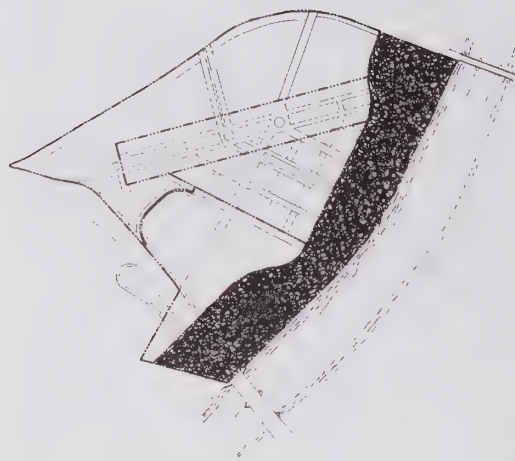
Recall the river via the use of water elements/features throughout the Triangle.



Recall the river on inland sites of the Triangle Area through the use of water features and elements.



Design parks and streets to reinforce the planning and design principles of the plan.



Waterfront Edge Neighborhood

PURPOSE

The Waterfront confers a special identity on the Triangle. Its visibility from Tower Bridge and Pioneer Bridge and from the opposite side of the Sacramento River are important to the image of the City of West Sacramento as a whole and to the Triangle in particular. The Waterfront will function as a front yard to the urban core area. It will provide a place of relaxation and leisure for visitors as well as those who live and work in the Triangle.

Streets and open spaces are oriented to encourage free movement to, from and along the Waterfront so that it may be enjoyed to the full. Retail, restaurant, hotel and other pedestrian-related activities will be encouraged at street level to enliven sidewalks and add variety and interest to the pedestrian environment. It is important that the Waterfront be capable of fulfilling this role by day and after dark, on weekdays and at weekends; that residents, employees and visitors feel safe and at ease at all times.

A mixture of residential and commercial uses can support the public recreational role of the Waterfront and can capitalize on superb views of the river and of downtown Sacramento. This mix of uses will contribute to population of streets and pathways in the area during and after the business day.

POLICIES

THE CITY WILL PROVIDE AND ENCOURAGE CONTINUOUS PUBLIC ACCESS TO THE ENTIRE LENGTH OF THE SACRAMENTO RIVER WATERFRONT.

THE CITY WILL ESTABLISH AND MAINTAIN A WATERFRONT PATHWAY AND RIVER ACCESS SYSTEM AS A COMPONENT OF THE CITY'S PUBLIC PARK SYSTEM AND RECREATION FACILITIES, SUITED TO THE NEEDS OF WEST SACRAMENTO RESIDENTS AND VISITORS.

THE CITY WILL PROMOTE COMPLEMENTARY PRIVATE DEVELOPMENT, OPEN SPACE AND OTHER FACILITIES AND OPPORTUNITIES CONSISTENT WITH PUBLIC ENJOYMENT OF THE WATERFRONT DURING THE DAY AND IN THE EVENING, SEVEN DAYS A WEEK.

THE CITY WILL ENCOURAGE DEVELOPMENT OF A MIX OF RESIDENTIAL AND EMPLOYMENT OPPORTUNITIES NEAR THE WATERFRONT WITH RETAIL AND OTHER PUBLICLY ACCESSIBLE FACILITIES AT GROUND LEVEL.

THE CITY WILL DEVELOP AND IMPLEMENT A LANDSCAPE PLAN TO IMPROVE EXISTING NATIVE PLANT MATERIALS IN CONCERT WITH PEOPLE-ORIENTED USES.



The visibility of the waterfront is important to the image of the City as a whole and the Triangle in particular.

DEVELOPMENT REGULATIONS

An explanation of the intent and application of each type of regulation can be found in the section of this plan entitled *Development Regulations - The Whole Plan*.

Required Retail Frontage

A minimum of 50% of designated street frontages is required to be in retail use.

Designated retail frontages are on River Road, Promenade, Fountain Plaza, North Pier and South Pier (See the Required Retail Frontages Map in the *Whole Plan* section).

Building Heights

Buildings near the waterfront are limited to heights which enable taller structures in the Core to maintain visual contact with the river.

Maximum Height	85 feet to 200 feet as designated
Minimum Height	25 feet for residential and 36 feet for commercial
Minimum Height Exception	Interim retail development on River Road between North Pier Street and South Pier Street as approved by the City

Development Density

Floor Area Ratio [FAR]	2.5: 1 to 3.0:1 maximum as designated [See FAR Map in the <i>Whole Plan</i> section]
FAR Exclusions	All parking.

Building Setbacks

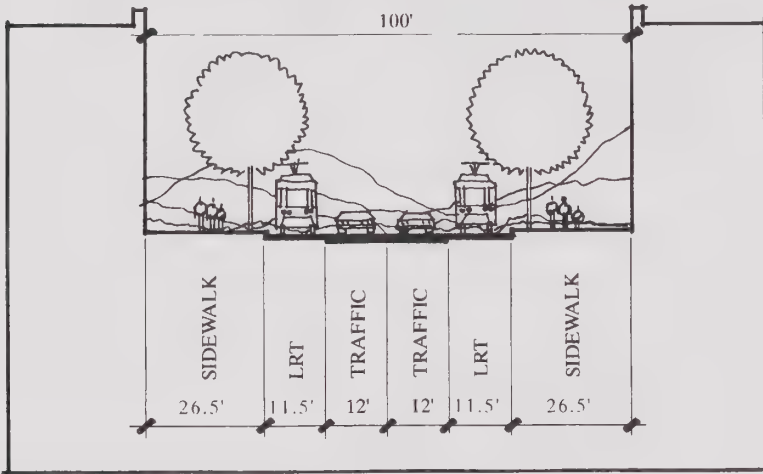
Building setbacks applicable to each street in the Triangle area are identified on the map entitled *Building Setbacks* which is included in the *Whole Plan* section

Zero front yard setbacks	River Road, Promenade, North Pier Street, South Pier Street and Fountain Plaza
Required Building Frontage	75% on designated streets;
Required Arcade	100% on designated portions of Garden

Right of Way Standards

River Road between North Pier Street and South Pier Street

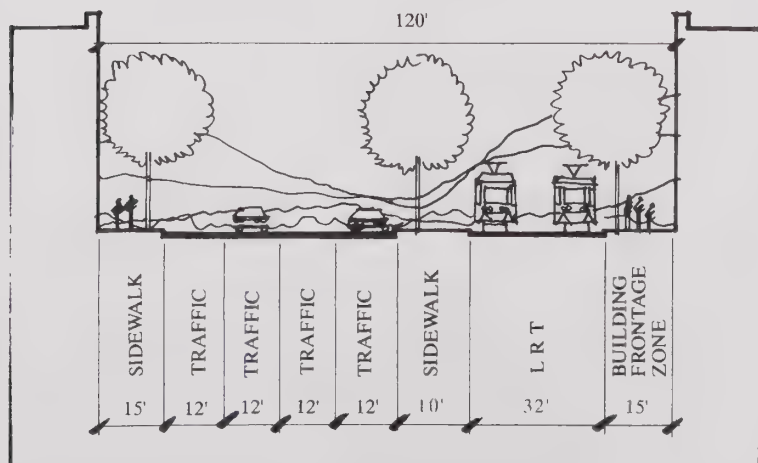
Right of way width:	100 feet
Vehicular lanes:	12 feet
On-street parking:	None
Light Rail Transit lanes:	12.5 feet, Curb running
Sidewalks:	
Building frontage zone:	5.0 feet
Through pedestrian zone:	10.0 feet
Furnishing and curb zone:	10.0 feet



River Road Between South Pier and North Pier Streets

River Road north of North Pier Street and south of South Pier Street [3 lanes south of South Pier Street]

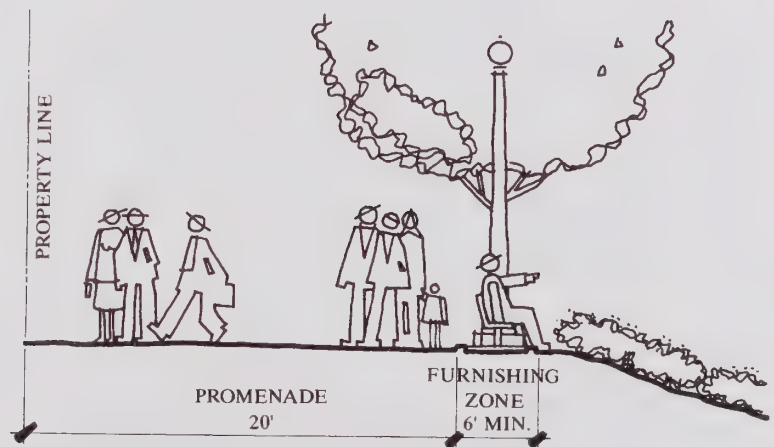
Right of way width:	108 feet to 120 feet
Vehicular lanes:	12 feet
On-street parking:	None
Light Rail Transit:	Side running paired tracks; minimum right of way width 32 feet
Sidewalks:	10 to 15 feet pedestrian oriented



River Road North of North Pier and South of South Pier

Promenade, North of North Pier and South of South Pier.

Clear width:	20.0 feet clear minimum for emergency vehicle access. This will accommodate a foot path and bicycle path.
Furnishing zone:	6 feet minimum
Alignment:	The promenade is to be continuous along the whole length of the waterfront.
Elevation:	35.5' minimum
Run Off:	Promenade shall be sloped 2% away from the river bank allowing water run off to be collected by the City of West Sacramento storm water system.



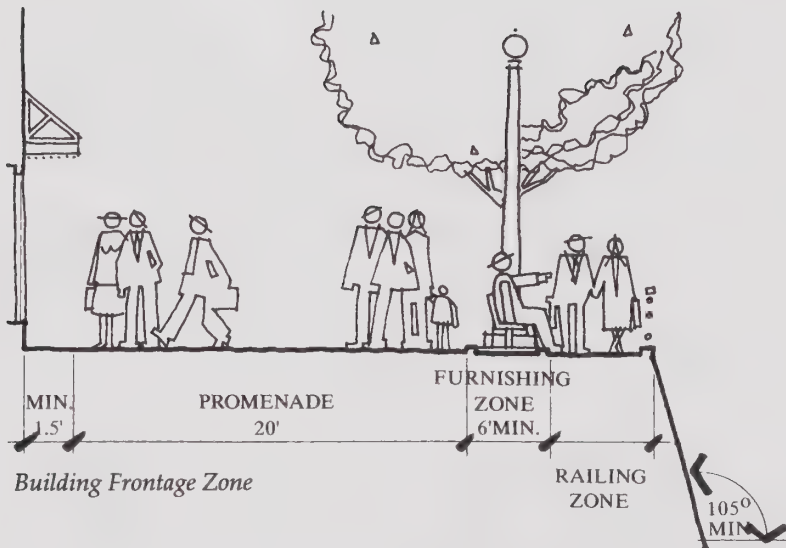
Promenade Clear Width

Promenade between North Pier and South Pier

Clear Width:	20 feet minimum
Building Frontage Zone:	1.5 feet minimum
Furnishing Zone:	4 feet minimum
Railing Zone:	5 feet minimum
Elevation:	35.5' minimum

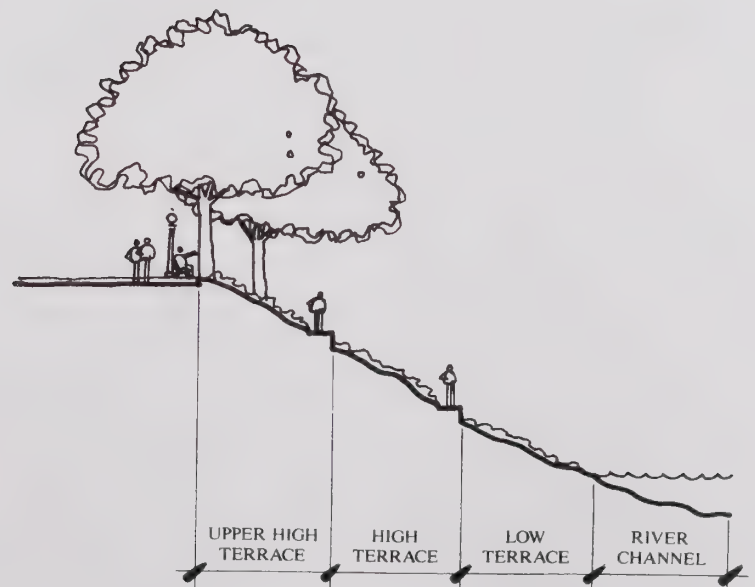
Alignment: The promenade is to be continuous along the whole length of the waterfront.

Run Off: Promenade shall be sloped 2% away from the river bank allowing water run off to be collected by the city of West Sacramento storm water system.



River Bank North of North Pier and South of South Pier

Bank form:	Bank configuration to conform to the standards of local jurisdiction.
Landscape Treatment:	Tree and plant species shall be selected from the Planting Matrix in the appendix per its respective location on the river bank: Upper High Terrace, High Terrace, Lower Terrace, River Channel
Maintenance:	In designated habitat areas, minimal maintenance is allowed, such as thinning, pruning, topping, removing and stabilizing vegetation to correct any unsafe conditions. Disturbance to the wildlife habitat areas should be limited.
Irrigation:	Irrigation shall be provided to establish all plant materials.
Trails:	5 feet maximum, 4 feet minimum made of decomposed granite with wood railroad-tie steps where required. Trail locations shall not conflict with improved habitat areas.



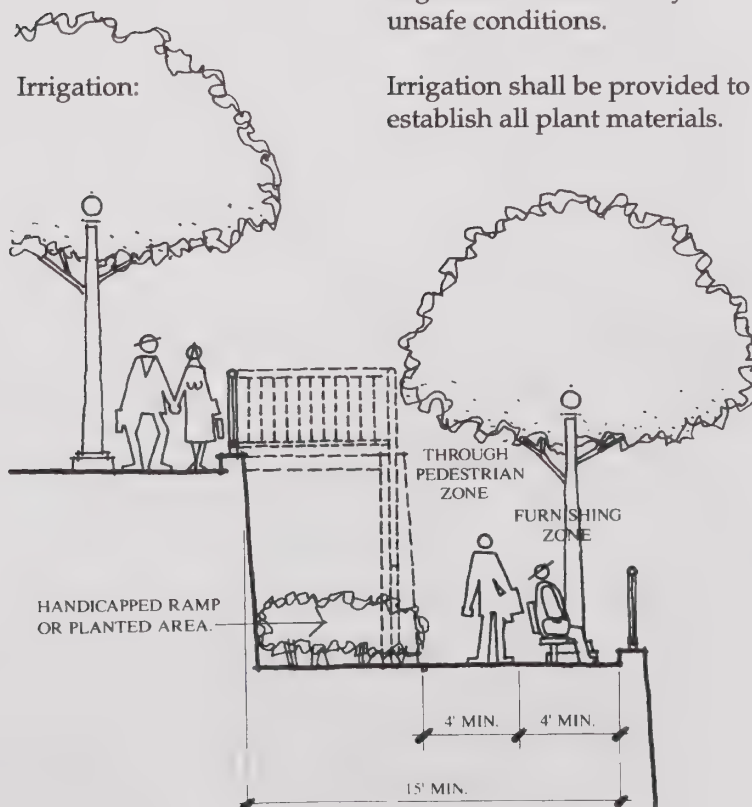
Each plant species will be located where it is best suited to the river bank.

River Bank Between North Pier and South Pier

Retaining wall:	8 feet high maximum
Through Pedestrian Zone:	4 feet minimum
Furnishing Zone:	4 feet minimum
Landscape Treatment:	Plant material shall be selected to enhance the terraces' distinctive character by varying in color from season to season. Tree and plant species shall be selected in accordance with the Planting Matrix in the Appendix per its respective on the river bank, for example, Amphitheater Terraced Steps or River Channel.

Maintenance:	Regularly scheduled maintenance is unrestricted above the River Channel region of the bank. In the River Channel Region it is permissible to perform periodic maintenance such as thinning, pruning, topping, removing and stabilizing vegetation to correct any unsafe conditions.
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Irrigation:	Irrigation shall be provided to establish all plant materials.
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The central waterfront will provide a terraced garden with a variety of native and ornamental plants with vivid seasonal color changes.

Parking Standards

Parking Permitted

The City will develop and adopt a parking plan as described in the *Whole Plan* section. That plan will include provisions which encourage the concealment of parking near the river's edge. The parking plan should permit location of required parking for Waterfront development to be located west of River Road.

Surface Parking

On-street parking will be permitted in designated areas. Ancillary surface parking lots will be permitted as a Conditional Use. Surface parking may not be permitted in environmentally sensitive areas. Proposed surface parking lots of ten cars capacity and larger must be fully screened from view from the Promenade and must meet applicable design standards stipulated by the City of West Sacramento Zoning Ordinance.

Required View Corridors

Maximum View Interruptions

Views to the east from River Road may not be blocked for more than 220 feet measured parallel to the waterfront. Eastward extensions of east-west street right of ways are to be maintained as view corridors.

Promenade Lighting

Spacing:	Typically 50 feet apart and at least 15 feet from trees
Height:	15 to 18 feet
Average foot-candles:	2.5

Open Space and Landscape Standards

Detailed standards, indicative plant material lists and other information pertinent to satisfaction of special waterfront jurisdictional requirements may be found in the Appendix. Bank stabilization methods will be limited to those approved by the responsible waterways jurisdictions.

Park Blocks View Corridor Easement

Provide and maintain a 50 foot wide open space easement on axis with the Park Blocks between River Road and the Sacramento River. The purpose of this easement is to provide

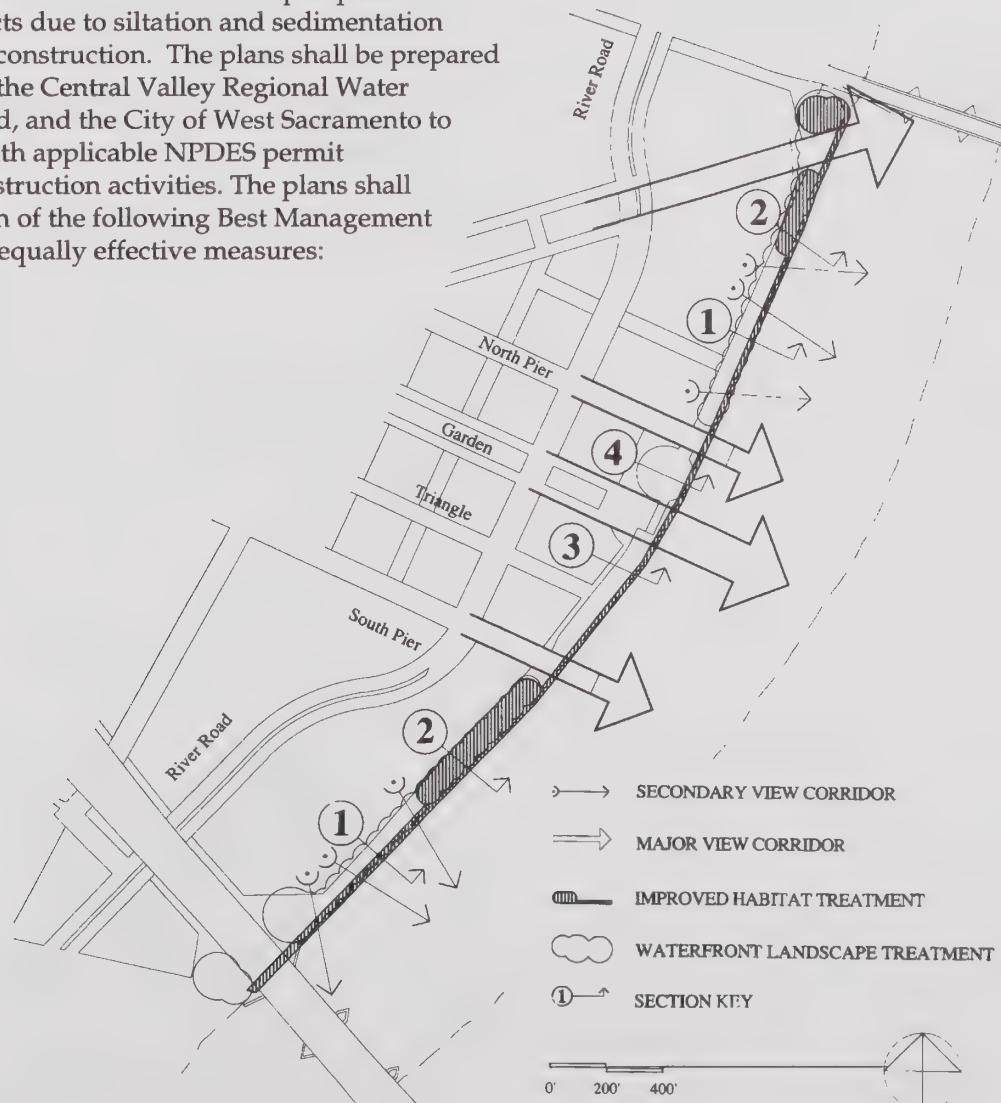
pedestrian access to the river bank and views of Tower Bridge from the Park Blocks. The height limitations which are imposed on the Park Blocks are to apply to this easement.

River Bank

Trees for waterfront planting will be selected for the needs of each specific location. For example, small species will be selected at the intersection of east-west view corridors with the river bank.

Riparian Habitat

Development within the Plan Area shall comply with General Plan Section VI, Goal A, Policy 7 by developing comprehensive erosion control plans for all projects within the watershed of riparian areas. The plans shall be prepared by a registered civil engineer or a registered professional hydrologist prior to submittal of the final map to protect water resources from impacts due to siltation and sedimentation generated by project construction. The plans shall be prepared in coordination with the Central Valley Regional Water Quality Control Board, and the City of West Sacramento to assure compliance with applicable NPDES permit requirements for construction activities. The plans shall include a combination of the following Best Management Practices (BMP's), or equally effective measures:



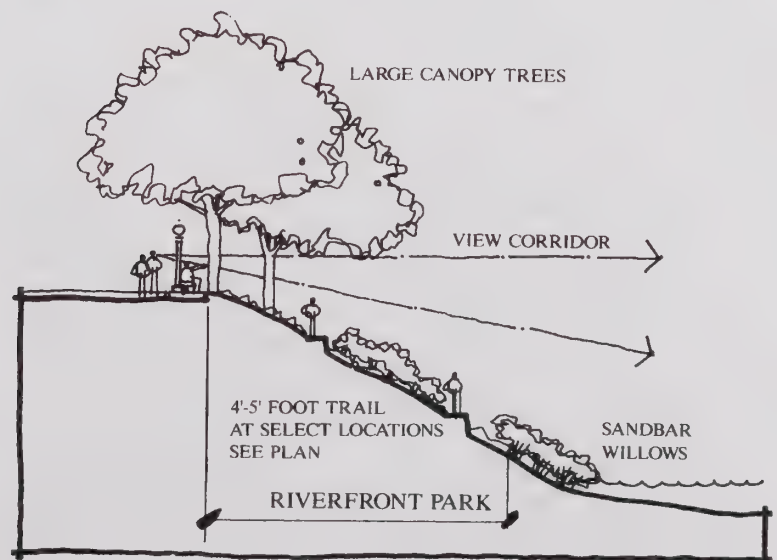
Waterfront open space and landscape standards

- a. If feasible, project construction periods should be limited to the dry months of the year (May through October).
- b. If project construction occurs during the rainy season (November through April), sediment traps, barriers, covers or other methods shall be used to reduce erosion.
- c. Slopes, both cut and fill, shall not be steeper than that recommended following a detailed geotechnical report for the development site.
- d. Sediment basins, sediment traps, or similar sediment control Best Management Practices (BMP's) shall be installed before extensive ground alteration operations begin.
- e. Temporary mulching, seeding, or other suitable stabilization measures shall be used to protect exposed areas during construction activities.
- f. Excavated materials shall not be deposited or stored where the material could be washed away by stormwater runoff.

River Habitat

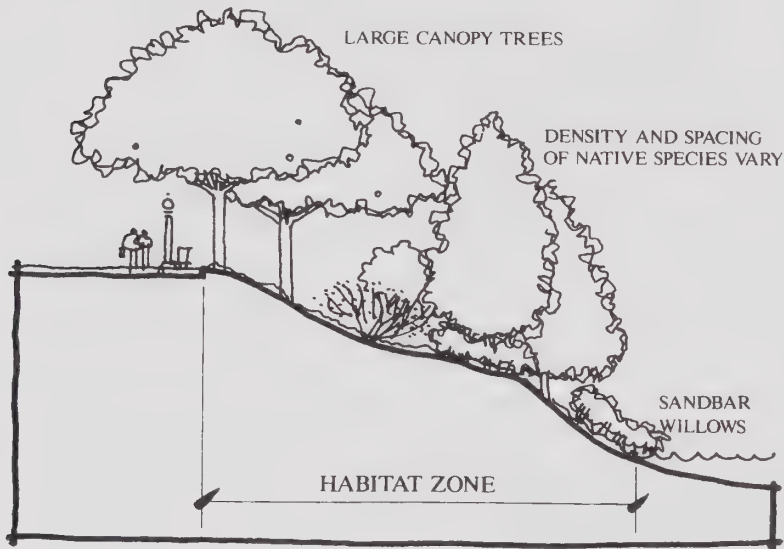
The river channel, especially close to the bank, is an important natural habitat area. Vegetation along the water's edge contributes to the quality of the river habitat by providing shade and cover. Plant materials will be selected for lower bank areas which maintain or improve the quality of the river habitat.

Riverfront Parks provide views to the Sacramento River and the Downtown Sacramento skyline from the Promenade. The use of lower growing plant materials and high canopy upper story trees will create an inviting and diverse visual experience. Access will be limited to narrow foot trails at select locations.



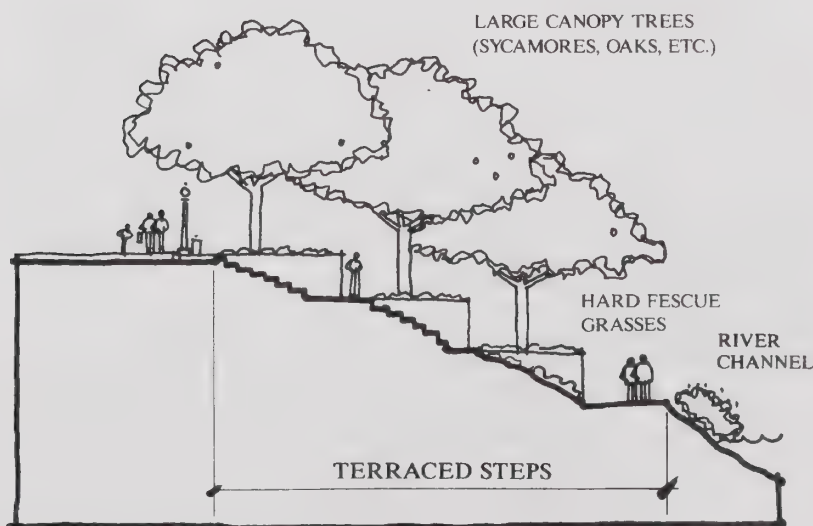
Section 1, Riverfront Parks

Habitat Zones contribute another dimension to the waterfront experience as well as enhancing wildlife habitat in the area. Access through these areas will not be provided with the exception of pedestrian access trails. Clearing for construction of the pedestrian access trails and placement of utilities shall be limited to the immediate construction corridor. Portions of the riparian habitat outside the immediate construction corridor shall not be cleared, and erosion control measures shall be implemented.



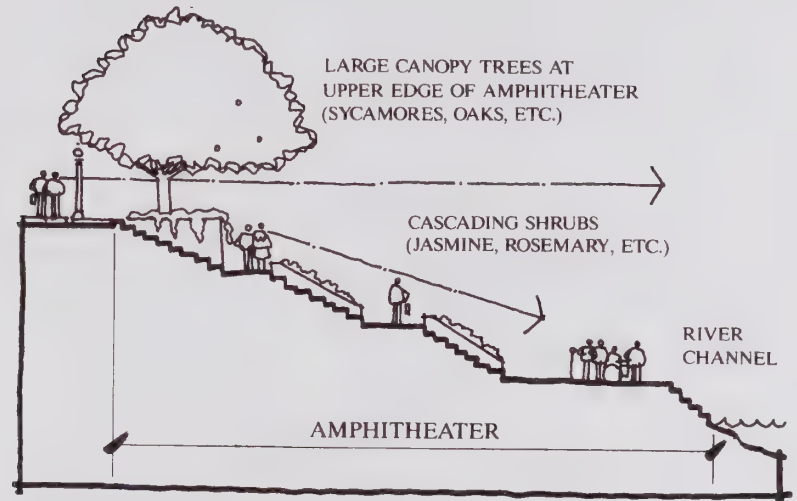
Section 2, Habitat Zones

Terraced Steps provide an opportunity for shaded informal gathering spaces with views across the Sacramento River. The use of native plant species along the water's edge will help to bridge the habitat zones.



Section 3, Terraced Steps

The **Amphitheater Zone**, like the Terraced Steps, will contribute to the landscape linkage concept. Large shade trees will form the upper edges and low cascading shrubs will soften the appearance of this important public space.



Section 4, Amphitheater Zone

Structures on the Bank and in the River

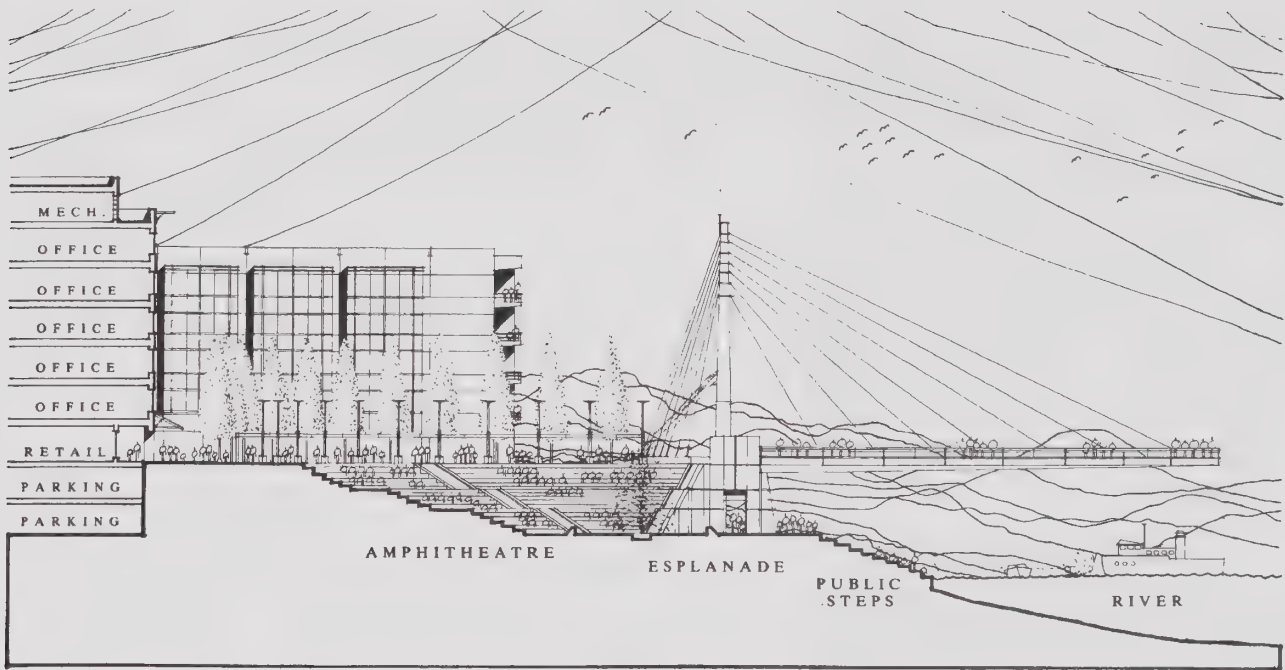
Piers, amphitheater, restaurants, boathouses, etc., will be permitted, and shall conform to relevant rules implemented by the applicable regulatory agency with jurisdiction over the specific area proposed for development. Any ground disturbing activity along the bank or within the Sacramento River shall be conducted between April 15 and October 15 and all disturbed areas shall be planted or otherwise treated with permanent erosion control techniques prior to November 1. All requirements of any Streambed Alteration Agreement issued by the Department of Fish and Game and of the Corps of Engineers shall be met. No graded areas shall be allowed to remain unprotected during the rainy season. This provision shall apply to all phases of buildout of the Plan Area.

Temporary Moorings for Boats

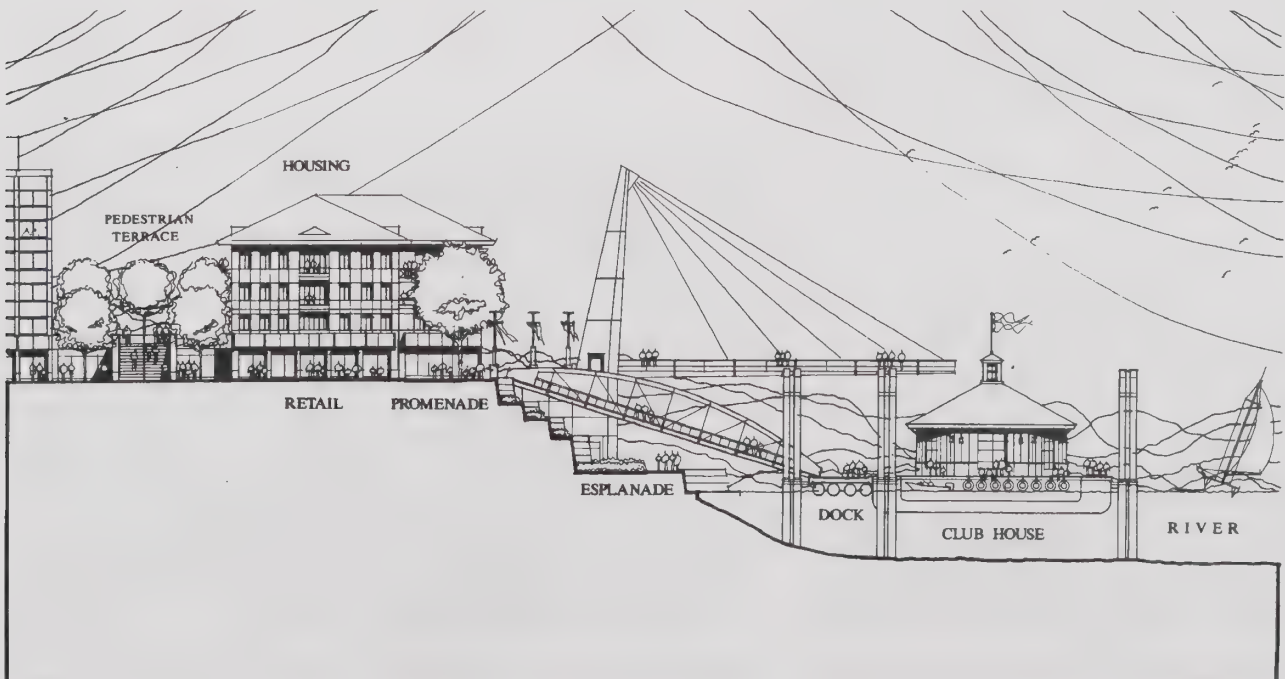
Daytime and other transient moorings will be permitted at docks and other structures provided for that purpose. Prohibited facilities will include boat storage, boat repair, fuel docks and waste discharge stations.

Public Performances and Entertainment

Use of the piers, amphitheater or other public facilities for organized gatherings must be specifically permitted by the City or through an agency or other entity in which the City may vest that responsibility. It is intended that these facilities should add to the vitality of the area, but not in a manner which would conflict unreasonably with the proper use and enjoyment of private property in the vicinity.

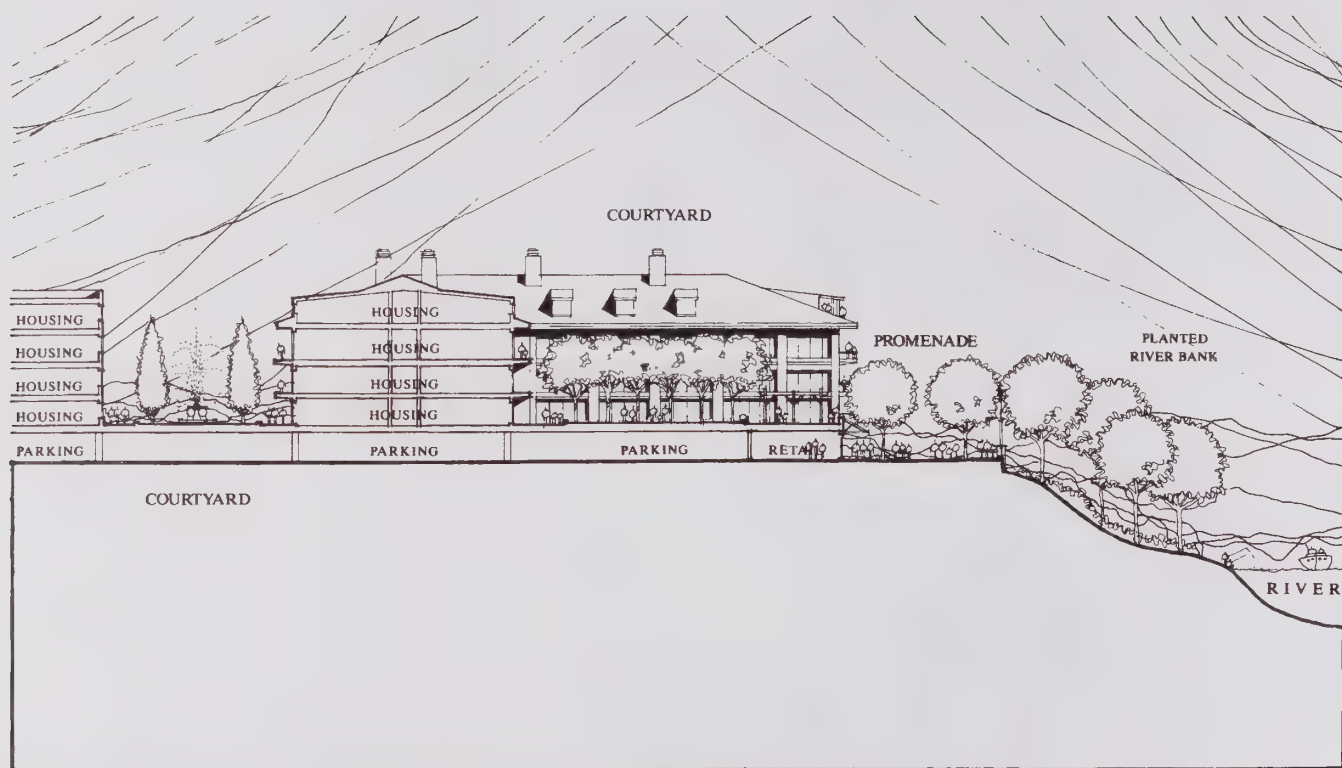


Section Illustration: Amphitheater and North Pier

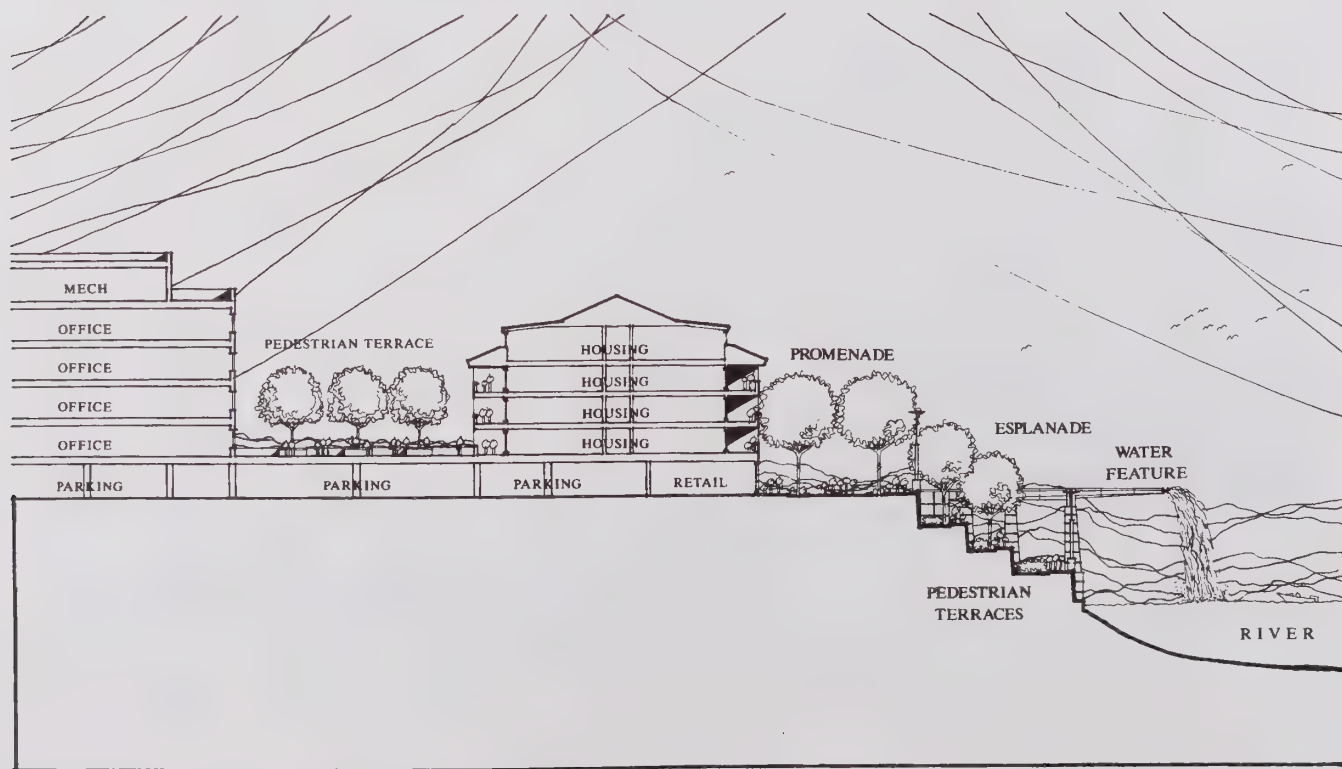


Section Illustration: South Pier

THE PLAN



Section Illustration: The Waterfront between North Pier and Tower Bridge.



Section Illustration: Central Waterfront, Between North and South Piers.

DESIGN GUIDELINES

Respect the City Street Grid: Development of the Waterfront should complement the orientation and functions of streets which run towards the Sacramento River, taking advantage of continuous street frontages in the Core and along the Park Blocks. These provide both a means of access to the rest of the city and a development context for supportive uses.

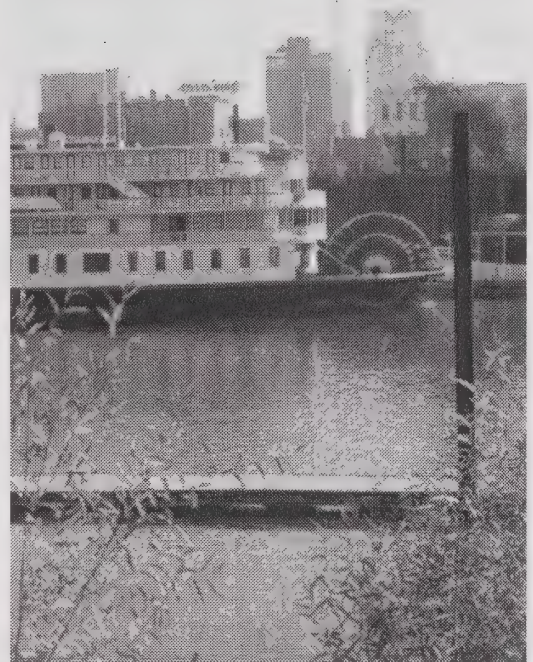
Guidelines:

Reinforce the river orientation of the whole Triangle.

Develop street level uses and orient their entrances to complement those in the Core yet capitalize on the special opportunities inherent in waterfront locations.

Create a sense of special identity and provide clear orientation at important intersections along River Road between North and South Piers Streets. Capitalize on the high visibility of these locations.

Develop spaces and places along the riverfront which are supportive of casual visitors and activities complementary to abutting uses and rights of way.



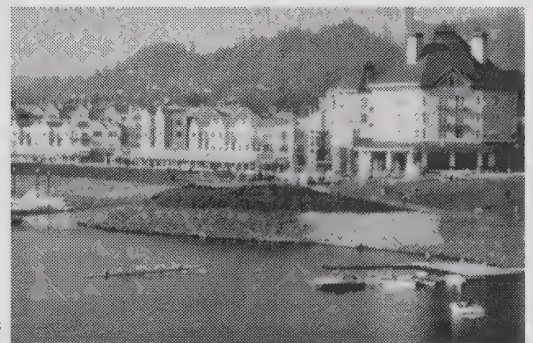
A

Reinforce the river orientation of the Core.



B

Provide river orientation at important intersections along river road between North and South Piers.



C

Develop street level uses which complement the Cores' organization and take advantage of water edge location.



D

Develop spaces which are supportive of casual visitors and complementary to abutting uses and rights of way.

THE PLAN



Locate and orient building entrances in response to the public and private uses they accommodate.



Provide continuous pathways between Public spaces allowing frequent views to the river.



Locate employee parking to serve guests of nearby residential areas in the evening and weekend.

Respect the Visitor: The Waterfront will support a mix of commercial and residential uses providing for direct access to the waterfront for many occupants. Development should also respond to the needs of a broader population for whom this may be the only readily accessible waterfront. Thus development of the Waterfront has two quite different sets of responsibilities which can both be responded to without compromise.

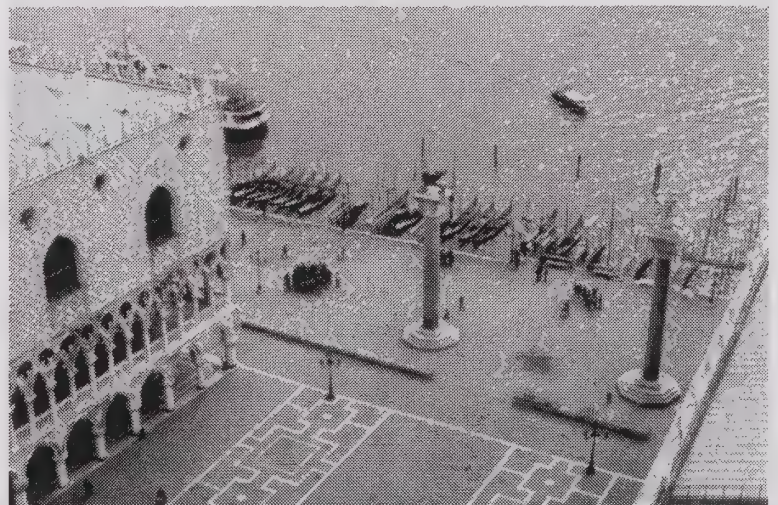
Guidelines:

Locate and orient building entrances in response to the public and private uses they accommodate. Locate facilities which are open to the public at intersections and public open spaces.

Provide continuity of pathways between public spaces with frequent glimpses of the river to reinforce a sense of orientation in visitors and locals alike.

Locate employee parking so that it will also serve guests and visitors to nearby residents in the evenings and at weekends.

Maintain standards of civic design consistent with the high visibility of waterfront development, both from within the Triangle and from the east bank and the bridges.



Maintain standards of civic design consistent with the high visibility of the Waterfront.

Respect the Neighbor: Waterfront development has the potential to isolate the remainder of the Triangle from the river or to extend its special attractions throughout the neighborhood. The street system has been designed to facilitate the latter, but the success with which the area as a whole can benefit from proximity to the water will depend to a large extent on the configuration of waterfront buildings. The success of each project will depend to some extent on the rapport it is able to achieve with its neighbors.

Guidelines:

Design an architecture which is responsive to the waterfront environment in scale, materials and colors selected and in its relationship to nearby buildings and structures, both existing and planned.

Design and locate parking to minimize disruption of views and circulation towards the river.

Design and orient structures close to Pioneer Bridge to buffer noise and focus views from within the Triangle towards the waterfront.



Design an architecture that is responsive to the waterfront environment

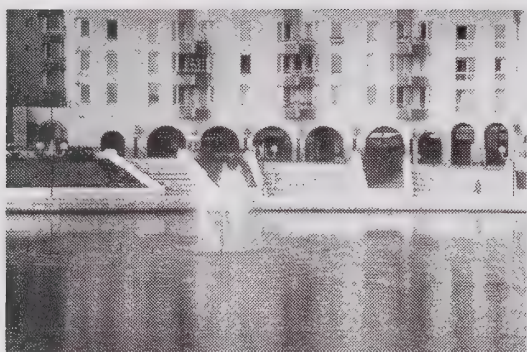


Design and locate parking to minimize disruption of views and circulation towards the river.



Design structures close to The Pioneer Bridge which will buffer noise and focus views to the waterfront.

THE PLAN



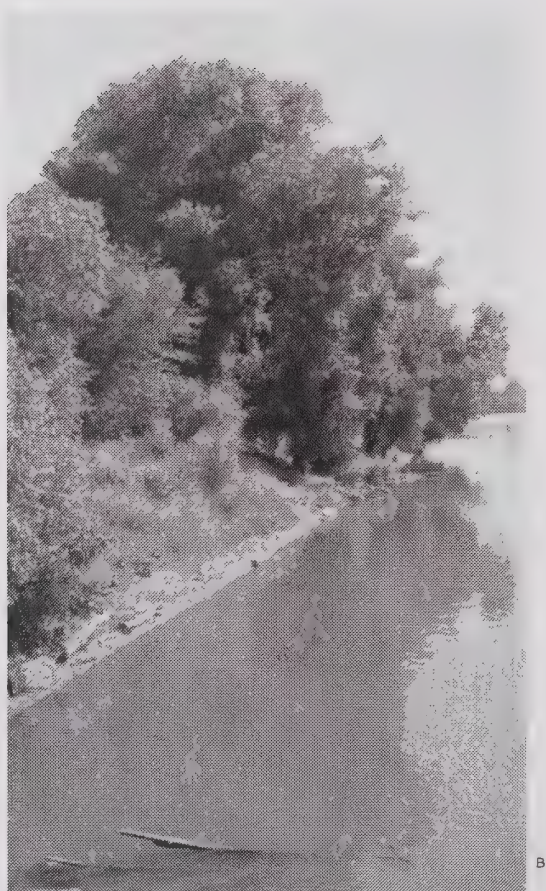
Create Places for Public Gatherings and Contact with the River.

Establish a Special Place at the Water's Edge: Design waterfront open spaces to incorporate both passive and active recreation opportunities while respecting habitat value for riparian wildlife. The open space system should encourage public access and use throughout the daylight hours.

Guidelines:

Create places for public gatherings and contact with the river. Develop areas to allow for flexibility in use and function.

Configure pathways on the river bank to create large islands of vegetation and design them to provide cover for a variety of birds, insects and small mammals.



Provide habitat for wildlife by using selected native plantings and by limiting public access to those specific areas.

Respect views to waterfront: Design and locate development in the vicinity of the river to maximize views and to extend the special qualities of the waterfront into the interior of the Triangle using an integrated open space framework.

Guideline:

Establish landscape view corridors to provide physical access to the waterfront and Sacramento River.

Design and orient landscape areas to maximize views and access towards the river.

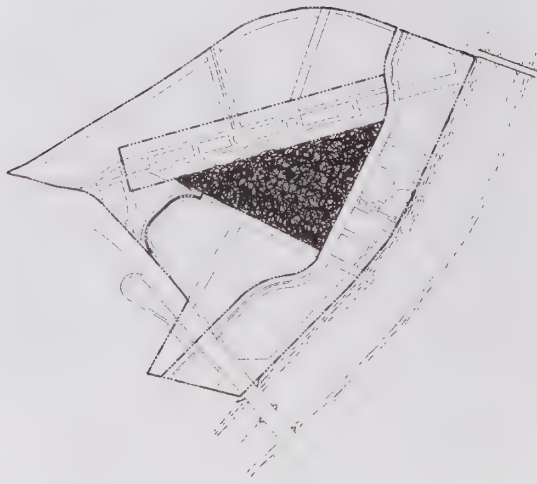


Provide visual and physical public access to the waterfront.



Orient circulation and views toward the river from semi-public internal landscaped areas.

THE PLAN



Core Neighborhood

PURPOSE

The Core is the urban center of the Triangle, distinguished by its regular grid of streets intended to serve mixed uses at downtown development densities. It is an area which will continue to mature with time, becoming progressively more dependent on transit for the arrivals and departures of those who live and work there. Although there may be a substantial inclusion of housing in the Core, this will be the area of the Triangle in which downtown commercial development predominates.

The Core is bisected by Garden, a special park-street which provides a direct and prominent link to the waterfront for this district. A special opportunity will exist at the juncture of Garden and the Park Blocks for the siting of the City of West Sacramento's civic facilities. Here, in the 'Institutional Heart' of the Triangle, major landscaped streets meet and views of the Tower Bridge will be preserved.

POLICIES

THE CITY WILL PROMOTE A CENTRAL BUSINESS DISTRICT WHICH SERVES AS THE CITY'S MOST IMPORTANT CIVIC AND PEDESTRIAN-ORIENTED COMMERCIAL AREA.

THE CITY WILL PROMOTE A HIGH DENSITY MIXED USE AREA.

THE CITY WILL ENCOURAGE URBAN QUALITIES IN THE DESIGN OF STREETS AND BUILDINGS, CONSISTENT WITH THEIR CENTRAL LOCATION.

THE CITY WILL ENCOURAGE LIVELY AND SAFE DOWNTOWN STREET LIFE.

THE CITY WILL ESTABLISH A LANDMARK SETTING FOR ADMINISTRATION AND EXECUTION OF THE CITY'S GOVERNMENTAL, CULTURAL AND OTHER CIVIC ACTIVITIES.

THE CITY WILL PROMOTE EFFICIENCY, CONVENIENCE AND HARMONIOUS RELATIONSHIPS IN THE SITING OF PUBLIC FACILITIES.

THE CITY WILL PROMOTE WELCOMING CIVIC ACTIVITIES AND FACILITIES FOR THE CITIZENS OF WEST SACRAMENTO.



The Core will have the urban character associated with a downtown, with substantial development intensity and multiple uses coexisting in a pleasant pedestrian environment.

DEVELOPMENT REGULATIONS

An explanation of the intent and application of each type of regulation can be found in the section of this plan entitled *Development Regulations - The Whole Plan*.

Required Retail Frontage

A minimum of 50% of designated street frontages is required to be in retail use. Designated retail frontages are on River Road, Garden, North Pier and South Pier (See Whole Plan section)

Building Heights

Maximum Height	85 feet to 250 feet as designated
Minimum Height	25 feet [2 stories] for residential uses 35 feet [3 stories] for all other uses
Minimum Height Exception	Single story interim development permitted as a conditional use on River Rd.

Development Density

Floor Area Ratio [FAR]	2.5: 1 to 3.0:1 maximum as designated [See FAR Map in the <i>Whole Plan</i> section]
FAR Exclusions	All parking.

Building Setbacks

Building setbacks applicable to each street in the Triangle area are identified on the map entitled *Building Setbacks* which is included in the *Whole Plan* section

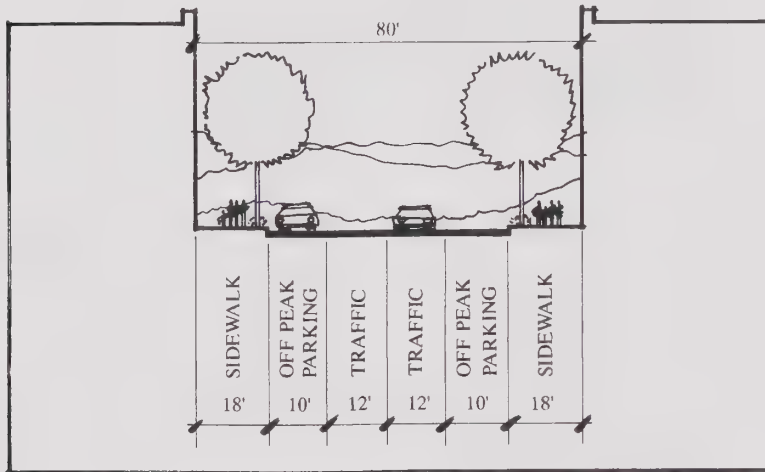
Zero front yard setback	North Pier Street, South Pier Street, Garden and River Road
Required Building Frontage	75% on designated Streets
Awnings	Encouraged on all south and west facing commercial frontages
Required Arcade	100% on designated parts of Garden

Right of Way Standards

Major Access Streets

North pier, South Pier and 5th Street

Right of way width:	80 feet
Vehicular lanes:	12 feet
On-street parking:	Optional, dependent on traffic function
Sidewalks:	15 feet pedestrian oriented street standard minimum

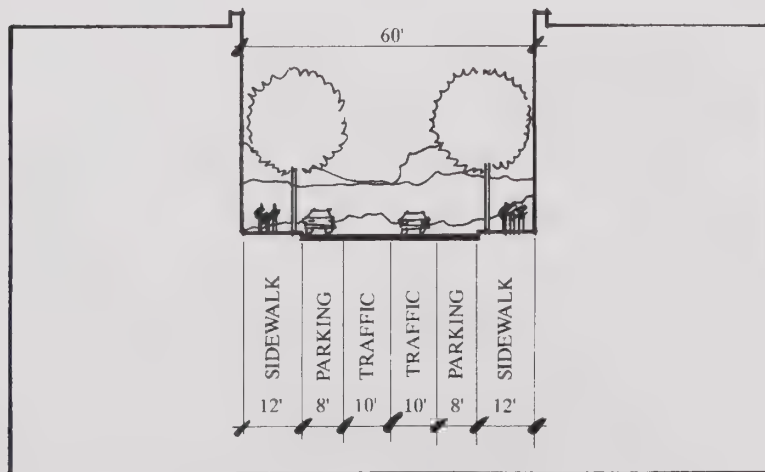


Major Access Street

Local Distributor

Triangle Street, 3rd, 4th and 6th Street

Right of way width:	60 feet
Vehicular lanes:	10 feet
On-street parking:	Allowed
Sidewalks:	12.0 feet standard minimum

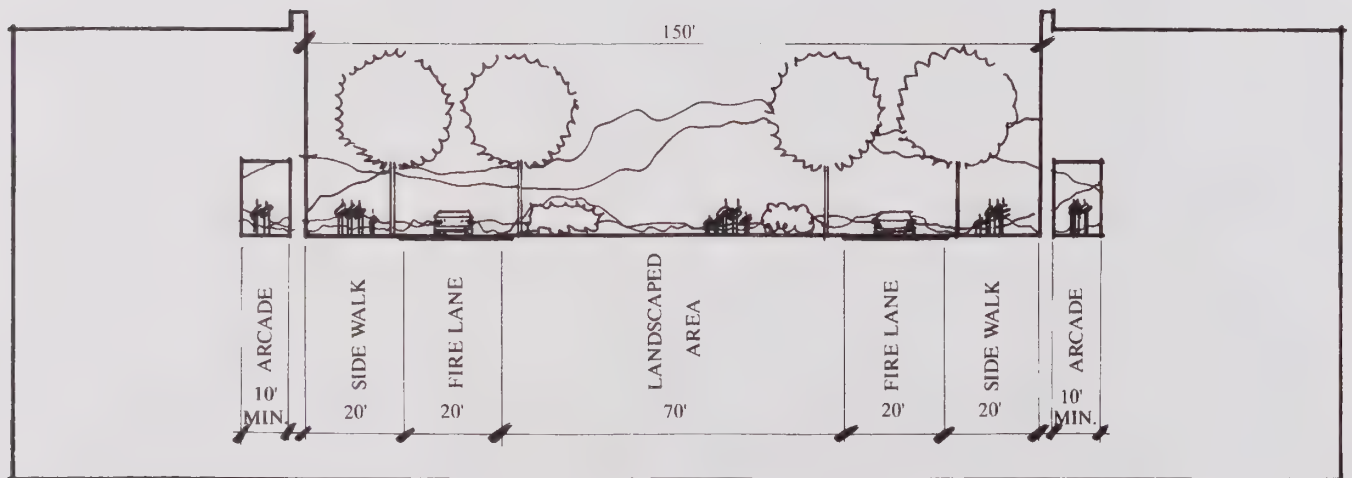


Local Distributor

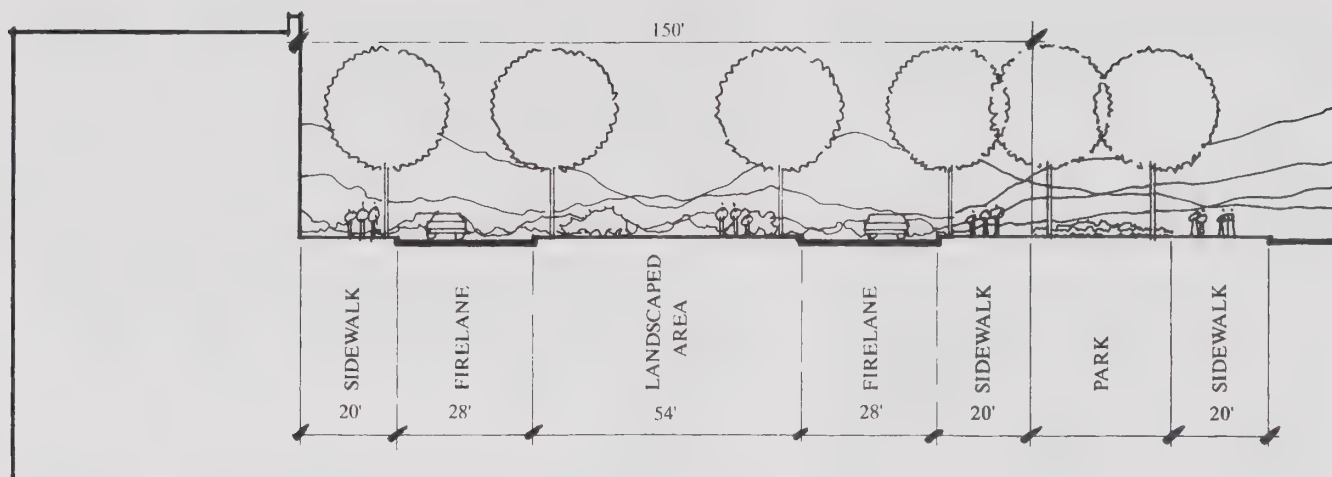
THE PLAN

Garden

Overall width:	150 feet
Vehicular lanes:	12.5 feet (leave 20 feet clear for fire access)
On-Street Parking:	None (except off-peak between Park and 5th Street)
Paving:	Special surfaces
Arcade:	10 foot minimum
Sidewalks:	
Building frontage zone:	12 feet to 16 feet
Through pedestrian zone:	7.5 feet
Furnishing zone:	5.0 feet to 6.0 feet
Curb Zone:	None: There will be no curbs in this area as all paving will be at the same level. Separation of vehicular and pedestrian circulation will be by uses.



Garden between 5th Street and River Road



Garden between the Park Blocks and 5th Street

Parking Standards

Parking Permitted

The City will develop and adopt a parking plan as described in the *Whole Plan* section. This plan will make provision for the public parking requirements of a central, evolving mixed-use community while assuming the support of a growing public transportation system serving the Core.

Lighting

Average foot-candles	2.5
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Consistent use of recognizable light fixtures can help to reinforce downtown urban character.

DESIGN GUIDELINES

Respect the Block Structure of the Core: The core of the Triangle is organized as a composition of small blocks intended to attract and serve one major development per block. The objective is to create a dense, ordered core with every project having four block faces. Some of the blocks may be enlarged by relocation of north-south streets, giving rise to discontinuities in alignment. However, most east-west streets are to be continuous and extend to the river. The Core provides a structure at the heart of the Triangle which resolves independent orders of adjacent parcels.

Guideline:

Develop core blocks with active ground floor frontage on all four block faces.



Develop Core blocks with four faces.

Establish a Central Place: The Core will be the most intensely urban district in the City. It will become West Sacramento's Central Business District; a downtown focus for the diversity of commercial enterprises supported throughout the City. As such, it will become a center for financial and other business transactions. It will be an ideal location for many supporting services. Large concentrations of employees will support downtown housing, transit, retail, restaurants and other inner city amenities. The first developments to occur in the Core should set a standard of urban quality which will encourage and attract developments and users which are consistent with the intended character of the district.

Guideline:

Develop projects which are urban in character and anticipate neighboring buildings of like quality and a variety of commercial, residential and institutional uses.

Design streets and other public open spaces to accommodate the variety of loading conditions and uses consistent with their location in the downtown core.

Accommodate transit as a key component of the downtown access system.



Develop projects which are urban in character and anticipate neighboring buildings of like quality and mixed use.

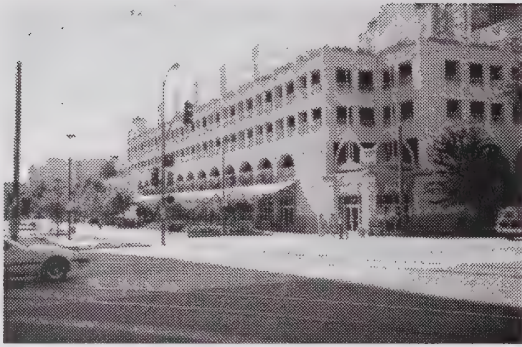


Design streets and other public open spaces to accommodate loading conditions and uses consistent with their downtown core location.



Accommodate transit as a key component of the downtown access system.

THE PLAN



Locate front doors, service, and parking access to establish a rapport between occupants of adjacent buildings.

Orient to Complement: The challenge of the Core is to attract and encourage projects which are not only close together, but which are designed to respond to one-another to achieve complementary interdependence.

Guidelines:

*Design projects to face existing and future neighbors.
Locate front doors, service and parking access so that they function harmoniously .*

Establish a respectful relationship between buildings facing the Garden and the amenities of Garden itself.



Establish a relationship between buildings facing the Garden and the Garden itself.

Complement Adjacent Ground Level Uses: The rapport between complementary uses in the Core will be concentrated at the street level. Hence, the manner by which they share the ground level spaces which separate them will establish the nature and quality of the relationship between individual projects within the Core.

Guideline:

Develop and locate complementary ground floor uses to create districts or zones of related services.



Locate complementary ground floor uses to create zones of related services.

THE PLAN



Develop each street as a public stage.

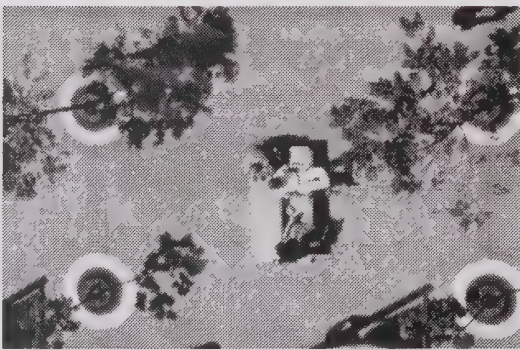
Develop the Street as a Stage: The street is the most intensely utilized public space in the Core. As it organizes its traffic lanes, its intersections and its edges, it relates and reconciles its occupants, activities, and their relationships with those in adjacent properties.

Guideline:

Develop each street as a public room with a specific responsibility to provide a stage for the action of the city. In the process, it must provide adequate space for each performer in a manner which accommodates even the infrequent user with clarity and quality.

Equip each public space with the furnishings and materials which will enhance its effectiveness as an attractor of appropriate activities.

In selecting materials and street furnishings, respond to the level of detail and scale appropriate to the type and intensity of activity anticipated.



Equip each public space with the furnishings which will enhance its effectiveness as an attractor of appropriate activities.



In selecting materials and street furnishings, respond to the level of detail and scale appropriate to the activity anticipated.

Establish a Landscape Focus - The Garden: Garden will be the signature open space for the Core. It will provide an internal focus and identity, while providing linkage to the Waterfront and the Park Blocks. Garden should be developed with an unique image, ranking as an attraction throughout the region.

Guidelines:

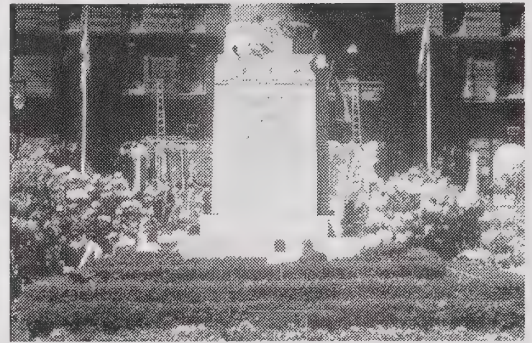
Create a space that provides a civic image and is of horticultural significance.

Develop Garden as a single space comprising the street, pedestrian walks, and open space between building face and building face.

Reinforce Garden as a pedestrian collector and view corridor to the Waterfront and Park Blocks.

Establish a pedestrian dominance to the entirety of the space even though vehicular traffic passes through it.

Use water as a direct reference to the nearby river.



B

Provide a civic place that is horticulturally significant.



C

Develop Garden as a single space from building face to building face.



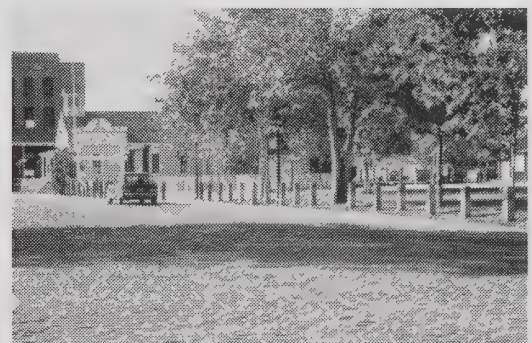
A

Use water as a reference to the Sacramento River.



D

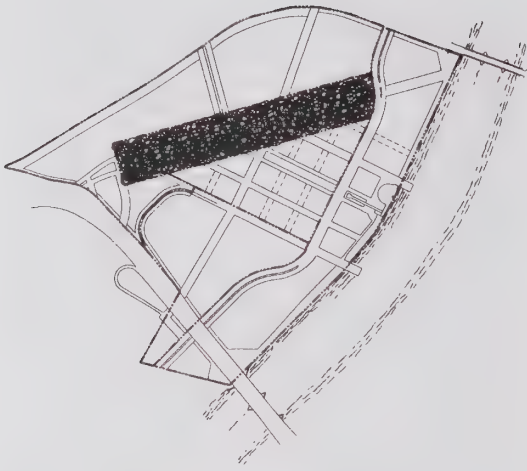
Reinforce Garden as a pedestrian collector and view corridor.



E

Establish pedestrian dominance on Garden.

THE PLAN



The Park Blocks Neighborhood

PURPOSE

The purpose of the Park Blocks is to confer a special identity on interior portions of the Triangle, bringing together major residential and mixed use development in the Parkway Edge with the Core and institutional heart of the area across a succession of landscaped city blocks.

The Park Blocks comprise a linear parkway which connects Jefferson Boulevard at Park to the Sacramento River, with views focused on Tower Bridge. Streets on either side of the landscaped blocks will carry limited volumes of local access traffic. The public open space will provide a common outlook and passive recreation opportunities for those who live and work in the buildings which define its edges.

POLICIES

THE CITY WILL ENHANCE THE QUALITY OF THE CITY'S LANDSCAPE AND STREETScape.

THE CITY WILL PROMOTE AN URBAN CHARACTER IN BUILDINGS WHICH FRONT THE PARK BLOCKS.

THE CITY WILL ENSURE THAT LANDSCAPED BLOCKS ARE DESIGNED AS PARTS OF A COHESIVE WHOLE, TOGETHER CONVEYING THE CIVIC VALUES AND ASPIRATIONS OF THE COMMUNITY.

THE CITY WILL ENCOURAGE THE DEVELOPMENT ALONG THE PARK BLOCKS OF INSTITUTIONS (CHURCHES, DAY CARE CENTERS, MUSEUMS AND SPECIALIZED SCHOOLS) WHICH SUPPORT THE DEVELOPMENT OF AN ADJACENT RESIDENTIAL NEIGHBORHOOD.



The Park Blocks provide a special civic landscape focus to the interior of the Triangle and orient pedestrian activity to the Tower Bridge and the Sacramento River.

DEVELOPMENT REGULATIONS

An explanation of the intent and application of each type of regulation can be found in the section of this plan entitled *Development Regulations - The Whole Plan*.

Required Retail Frontage

Retail is not required. Limited retail permitted as defined in the *Whole Plan* section.

Buildings Heights

Maximum Height 85 feet

Development Density

Floor Area Ratio [FAR] 2.0:1 to 3:1 maximum as designated [See FAR Map in the *Whole Plan* section]

Building Setbacks

Building setbacks applicable to each street in the Triangle area are identified on the map entitled *Building Setbacks* which is included in the *Whole Plan* section

Zero front yard setback Garden, between Park and Fifth

Required Building Frontage 50% minimum within 25 feet of Park and 75% minimum zero lot line on other designated Streets

Right of Way Standards

Park Avenue

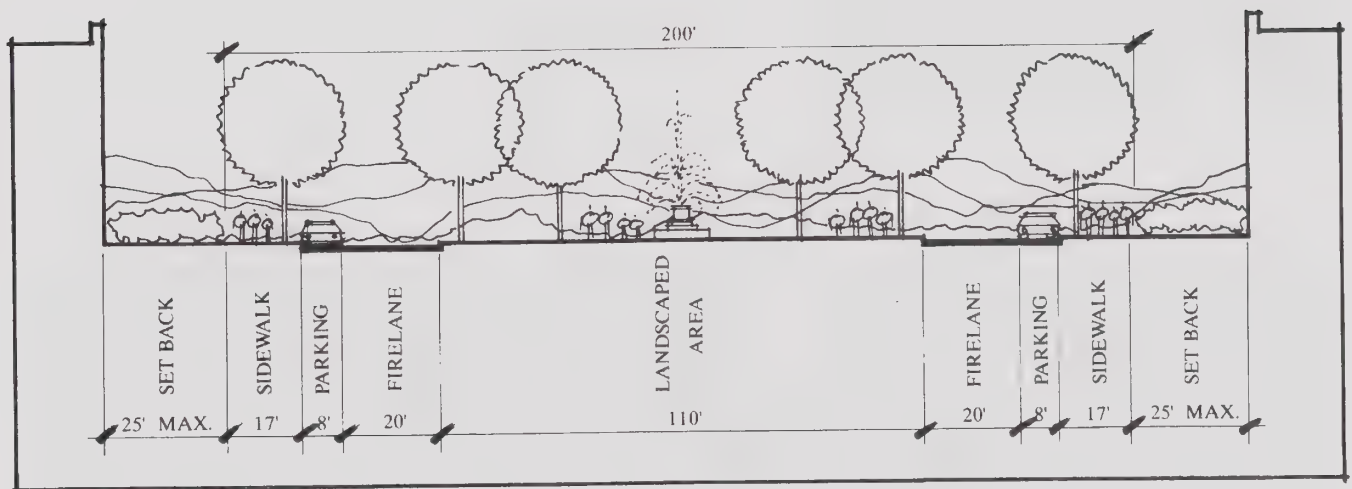
Right of way overall width: 200 feet (inclusive of park)

Vehicular lanes: 12 feet minimum

On-Street Parking: 8 feet Curb lane

Fire Lane
Clear width: 20 feet minimum

Sidewalks: 15 feet standard



Park Avenue

Parking Standards

The City will develop and adopt a parking plan as described in the *Whole Plan* section. This plan will recognize the special needs of the Park Blocks and assign some responsibility for serving those needs to parking located within the Core.

Landscape and Open Space Standards

Turf	Minimum 75% of total available area
Planting Area Trees	Caliper ≥ 3 " trees planted in a double row along each long edge of the parkblocks adjacent to the curb
Pedestrian Walks	Major: 20 feet wide
Recreational Trail	Designated trail included within the park blocks; 12 feet wide with 1 foot minimum clear on either side and a minimum 5 feet landscape separation from streets

Parking Lighting

Spacing	Typically 50 feet apart and at least 15 feet from trees
Height	15 to 18 feet
Foot-candles:	2.0

DESIGN GUIDELINES

Provide a Symbolic Focus For West Sacramento: All major north-south and east-west streets in the Triangle cross or pass by the Park Blocks. At each intersection, a view of Tower Bridge is visible. There is no other location of such significance in West Sacramento with access to so many citizens and visitors.

Guidelines:

Locate and orient all structures abutting the Park Blocks to reinforce the presence of Tower Bridge at its eastern terminus.

Design the intersection of all streets with the Park Blocks to reinforce the presence of the Tower Bridge view corridor.

Locate institutional uses which serve the population of West Sacramento at the intersection of Garden and the Park Blocks.



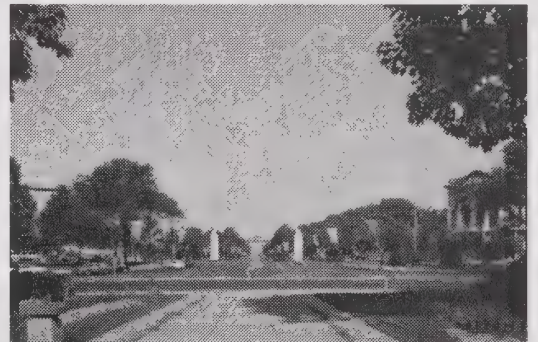
B

Locate and orient all structures abutting the Park Blocks to reinforce the presence of the Tower Bridge at its eastern terminus.



A

Locate institutional uses at the intersection of Garden and Park.



C

Design the intersections of all Park Block streets to reinforce the presence of the Tower Bridge view corridor.

THE PLAN

Provide a Civic Park for the Triangle: From other parts of the city, the river frontage will give the Triangle its identity, but from within the area, the Park Blocks and Garden will be its most influential features. Early establishment of these and the Waterfront landscape will provide a maturing setting for successive phases of development. The development of the Park Blocks will accommodate interim operation of the main railroad line. It will also provide the principal link between properties in the western extremities of the Triangle and the waterfront image. As a consequence, it is important that those activities which are most civic in identity be encouraged to locate along the Park Blocks.

Guideline:

Encourage the development of civic uses along the Park Blocks which attract and serve those who work and live within the Triangle.



Encourage the development of civic uses along the Park Blocks.

Encourage Visual and Physical Access: The Park Blocks will be one of the Triangle's most significant open space elements. As the Waterfront edge allows views to and from the Sacramento River, the sequence of open spaces in the Park Blocks should also encourage open views and foster pedestrian use. All permanent uses should reinforce the tranquil character of this space.

Guidelines:

Treat the landscape design simply, recognizing the role of the Park Blocks as a passive recreation resource and as a link to Tower Bridge and the Waterfront.

Use water at focal points of use and circulation to recall proximity to the Sacramento River.

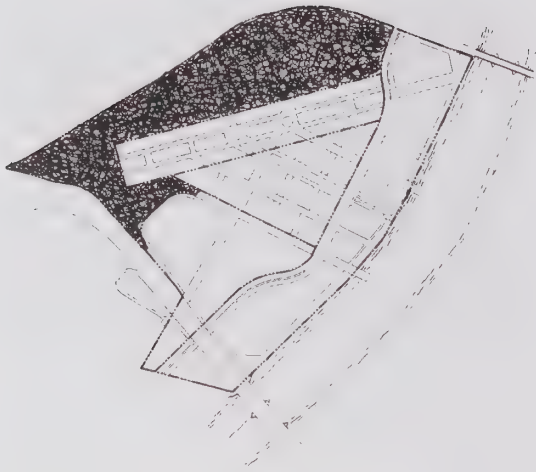


Recognize the Park Blocks as a passive recreational element connecting the interior of the site to the water edge.



Use water to recall the site's proximity to the River.

THE PLAN



The Parkway Edge neighborhood

PURPOSE

The Parkway Edge is comprised of large parcels of land between two major landscape features, the SR-275 parkway and the Park Blocks. The dividing streets, 5th and Garden, provide direct links to established retail facilities to the north and on West Capitol Avenue. In the other direction, they provide easy access to the Core and Waterfront. It is anticipated that public streets and open spaces will subdivide the large parcels represented in this Plan, but the Plan defers their alignments and locations to enable comprehensive and flexible planning of those neighborhoods. The size, flexibility and privacy afforded these blocks commends them for residential uses. Thus, with the exception of those areas close to the B-80 freeway, the Parkway Edge is designated as a required residential area in which at least half of any development is to be in residential use, and in which the prevailing character will be residential.

POLICIES

THE CITY WILL ENCOURAGE A VARIETY OF HOUSING TYPES AND SUPPORTIVE USES.

THE CITY WILL ENCOURAGE USES, ACTIVITIES AND CONFIGURATIONS WHICH ARE COMPATIBLE WITH THE TRIANGLE, THE SR-275 PARKWAY AND NEIGHBORHOODS TO THE NORTH AND WEST.

THE CITY WILL REQUIRE IMPLEMENTATION OF MEASURES WHICH WILL REDUCE TRAFFIC NOISE IN THE VICINITY OF RESIDENTIAL DEVELOPMENTS.

THE CITY WILL PROMOTE AND SUSTAIN NEIGHBORHOODS WHICH HAVE THE PHYSICAL AND FUNCTIONAL CHARACTERISTICS TO ATTRACT AND ACCOMMODATE A DIVERSIFIED RESIDENT POPULATION.



SR-275 will be a distinctive vehicular access route to West Sacramento and the Triangle Area.



The Parkway Edge will have a primarily residential character typical of a medium density garden community.

THE PLAN

DEVELOPMENT REGULATIONS

An explanation of the intent and application of each type of regulation can be found in the section of this plan entitled *Development Regulations - The Whole Plan*.

Building Heights

Maximum Height

Non residential structures: 150 feet and 200 feet [See FAR Map in the *Whole Plan* section]

Residential structures: 250 feet

Development Density

Floor Area Ratio [FAR] 2.0:1 & 2.5:1 maximum as designated [See FAR Map in the *Whole Plan* section]

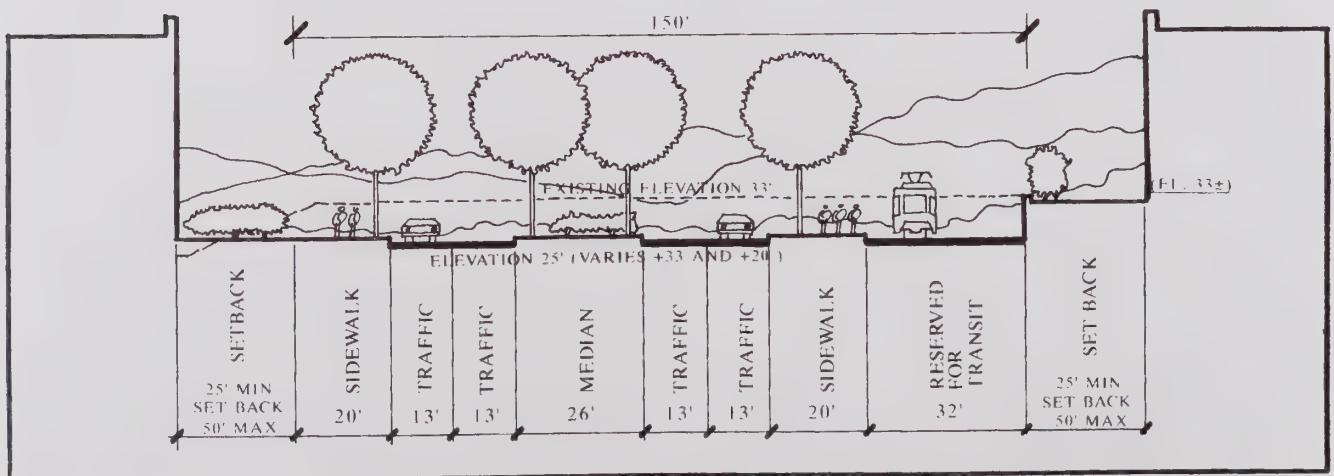
FAR Exclusions Parking only.

Building Setbacks

Building setbacks applicable to each street in the Triangle area are identified on the map entitled *Building Setbacks* which is included in the *Whole Plan* section

Front yard setbacks 25 feet to 50 feet setback on SR -275; 20 feet minimum on Garden 25 feet minimum on Rail Street

Required building frontage 50%

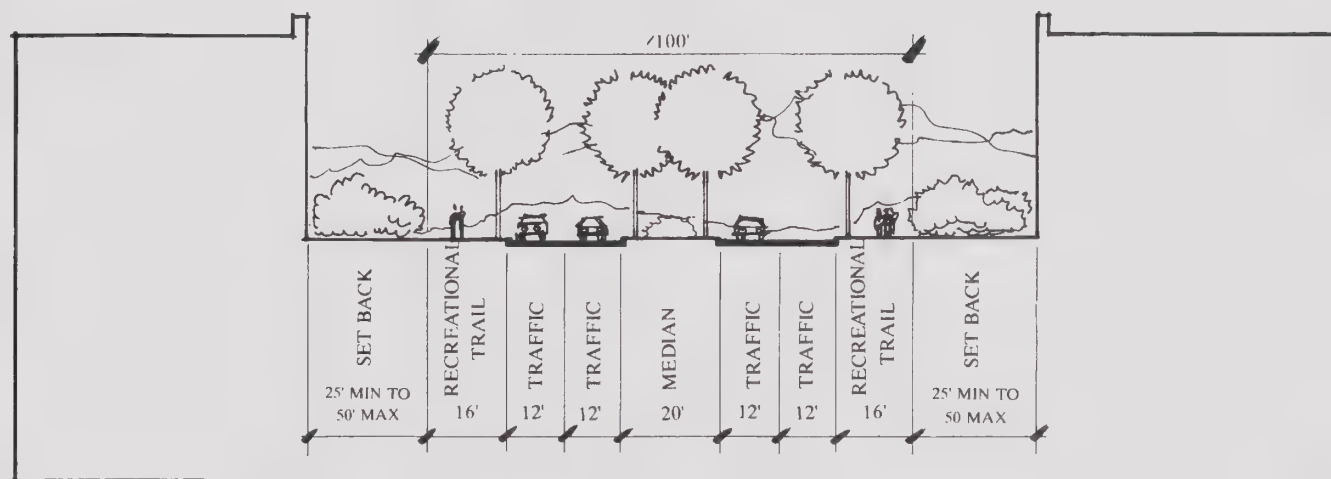


SR-275 with the advent of at grade crossings at Fifth Street and Third Street.

Right of Way Standards

Garden

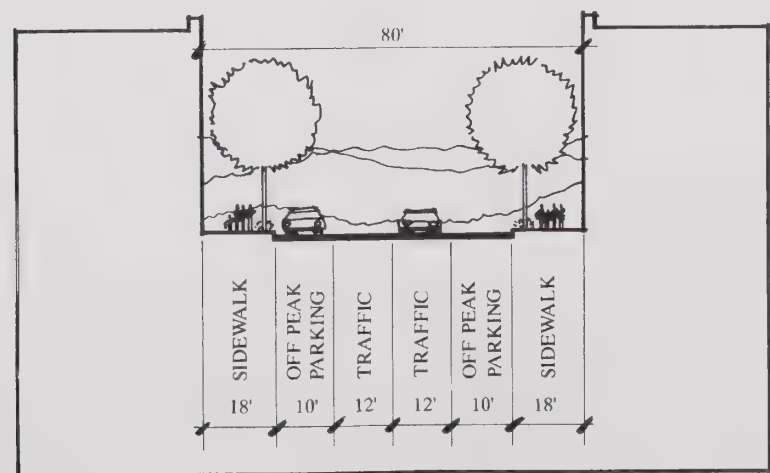
Right of way width:	100 feet
Median:	20 feet
Vehicular lanes:	12 feet
Turn lanes:	10 feet
Parking:	None
Recreational Trail:	12 feet minimum through zone with 1 foot minimum clear on either side



Garden between Park Avenue and SR-275

Fifth Street

Right of way width:	80 feet
Vehicular lanes:	12 feet
Parking:	Off peak parking only
Sidewalks:	12.0 feet standard minimum



Fifth Street

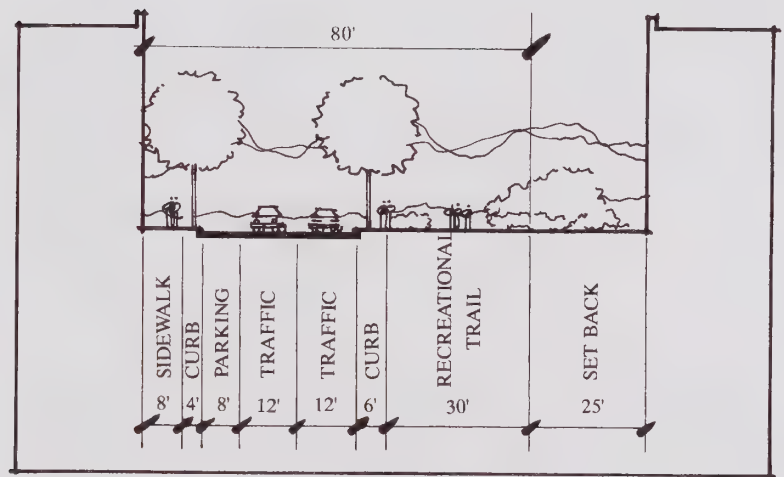
THE PLAN

Rail Street

Right of Way Width: 80 feet

Recreational Trail: 12 feet wide with 1 foot minimum clear on each side, 5.0 feet minimum separation from street on east side only.

Sidewalk: 12 feet standard minimum on west side only.

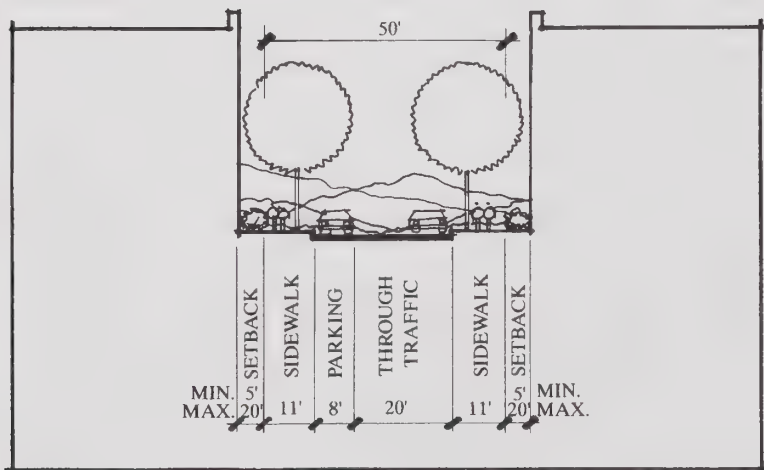


Rail Street

Streets built for internal circulation

Within large development parcels, streets will be required for internal circulation and access purposes. The Specific Plan anticipates the need for these streets but does not specify their location, since to do so would compromise the flexibility which those large parcels are intended to provide. Standards for the design of those streets are as follows:

Right of way width:	50 feet
Vehicular lanes:	10 feet
Parking:	8 feet
Sidewalks	10 feet minimum
Furnishing Zone:	4 feet minimum
Pedestrian Zone:	4.5 feet minimum
Curb Zone:	1.5 feet minimum



Streets built for internal circulation.

Parking

The City will develop and adopt a parking plan as described in the *Whole Plan* section. This plan will encourage commercial uses to support commuter trips on public transit by establishing reasonable parking maximums. The plan will also recognize the special needs of residential uses and be careful not to constrain their options for access.

Open Space and Landscape Standards

The Parkway Edge is separated from SR-275 by differences in topography and by a variety of parkway plantings. This landscape feature provides both a natural boundary to the Parkway Edge and a buffer between the street and future residential development. In future, when SR-275 is reclassified, bike paths and footpaths may wind through portions of this parkway landscape, providing alternative pedestrian access routes to and from the north.

Additional landscaped open spaces are anticipated as parts of the developments to be undertaken in the large parcels of the Parkway Edge. The primary function of these spaces will be to serve surrounding developments, so they may be designed for active or passive recreation. Connection of these areas to the parkway and the Park Blocks is encouraged as part of a public open space system which extends amenable pedestrian access throughout the Triangle and into adjoining areas.

Not more than 25% of the total area available for planting should be turfed. The remainder should be planted with trees, shrubs and ground-cover.

Within the Parkway Edge neighborhood, all proposed residential development must be preceded by preparation of noise studies consistent with the requirements of General Plan, Goal E, Policy 4. In response to those findings, the following implementation measures shall be acted upon: Either, locate housing to assure exterior noise levels of 70 Ldn or less. Or, construct landscape berms and noise barriers which reduce noise levels to 70 Ldn or less at housing entrances and open spaces, likely to be used for public gatherings. Sound walls may be used for this purpose only in the areas west of Garden and north of Park.

DESIGN GUIDELINES

Develop a Community of Neighborhoods: The challenge to a new mixed use development separated from existing residential neighborhoods is that it must be large enough in its first phase to establish its own sense of community with sufficiently strong connections to its surroundings that it does not become an isolated project as it grows, losing its identity with the larger community in the process.

Guidelines:

Develop residential neighborhoods in sufficiently large increments and in configurations which will clearly identify their residential character.

Develop individual neighborhoods which collectively provide a wide choice of housing types to suit a diversity of residents.



A

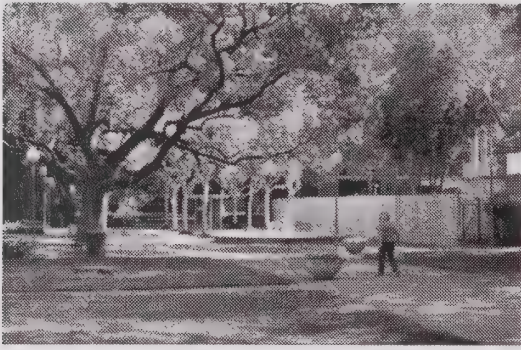
Develop residential neighborhoods in sufficiently large increments and in a configuration which clearly identify their residential character.



B

Develop neighborhoods which provide a choice of housing types to suit a diversity of residents.

THE PLAN



Create visually accessible and well lit spaces.

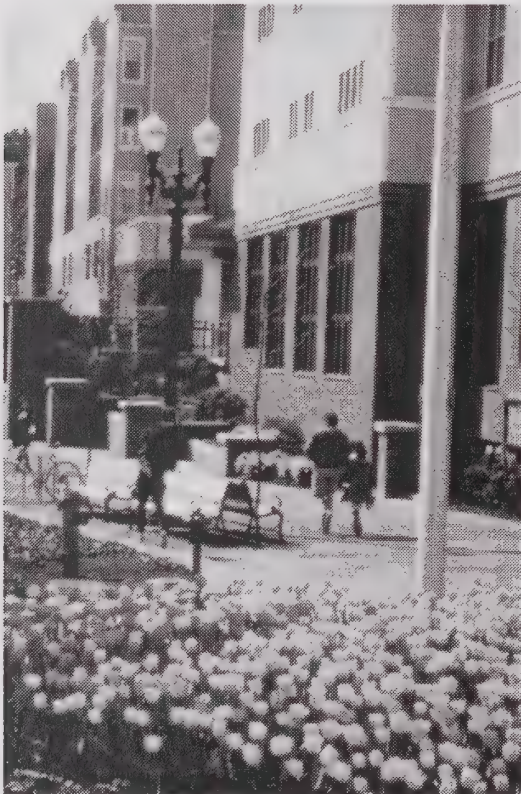
Provide an Inviting Residential Environment: Residential areas are inviting only if they provide the kind of public and private environments that allow residents to pursue a style of life to which they aspire. Provided that the environment is sufficiently safe, each resident can function as an individual, or as a member of a group, with independence and personal freedom.

Guidelines:

Develop all public areas as visually accessible and well lit spaces.

Concentrate public services at locations where the greatest diversity of public activity is anticipated.

Develop and maintain both passive and active recreational spaces which remain accessible to all residents. Locate them so that they provide neighborhoods with individual identities.



Concentrate public services where public activity is anticipated.



Develop public and active recreational spaces which are accessible to the public.

Provide Adequate Residential Services: Residents of a downtown area should be encouraged to utilize all available services, regardless of location. However, each neighborhood, or group of neighborhoods should have some commercial and recreational services which they use and with which they identify.

Guidelines:

Locate parking for guests and visitors so that each neighborhood has an adequate resource of secondary parking.

Provide small shops and service facilities within or between neighborhoods so that the community is encouraged to patronize their neighborhoods.

Develop neighborhood parks and open spaces which provide residents with facilities for play, walking and contemplation.



A

Locate parking to serve a secondary shared function for guests and visitors.



B

Provide small shops and service facilities between neighborhoods.



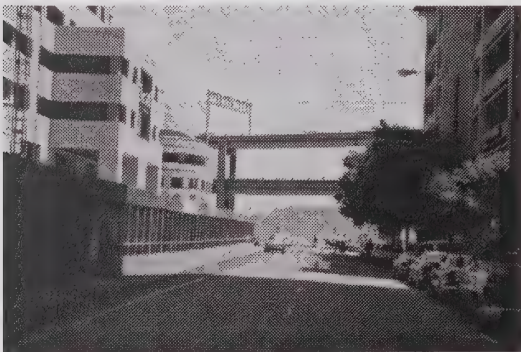
C

Develop neighborhood parks and open space.

THE PLAN



Develop vehicular access for new projects which does not conflict with the circulation systems of existing neighborhoods.



Locate and orient tall structures along the edge of Business 80 and the off ramp at SR-275 to buffer noise.

Respect Neighbors: Successful residential neighborhoods tend to have physical organizations which are specific and vulnerable. Insensitive new and adjacent development can inadvertently damage the quality of life for the affected neighborhood.

Guidelines:

Develop vehicular access and parking for new projects so that it does not conflict with the circulation systems for existing neighborhoods.

Locate and orient mid-rise and high-rise structures along the edge of Business 80 and the off ramp at SR-275 so that optimal acoustic protection is provided for residential projects to the east.

Locate and orient mid-rise and high-rise structures so that they do not compromise the solar access of public open spaces in winter.



Locate and orient tall structures so that they do not compromise solar access to public open spaces.

Respect the Structure of the City: The western end of the Park Blocks is located in the Parkway Edge, giving special significance and prominence to that location. An opportunity exists to create a counter-point to views of Tower Bridge in the opposite direction.

Guidelines:

Capitalize on axial views towards Tower Bridge from the western extremity of the Parkway Edge.

Consider a landmark feature to mark the western terminus of the Park Blocks.



Capitalize on axial views toward Tower Bridge from the western extremity of the Parkway Edge.



Consider a landmark feature to mark the western terminus of the Park Blocks.

THE PLAN



Attain effective screening and landscaping in four years.



Screen the B-80 interchange from the Triangle.



Use landscaping to reinforce links across SR-275 to adjoining neighborhoods.



Mark important entrances to the Triangle.

Use the Parkway Edge to Tie Adjacent Land Uses Together: The Parkway Edge serves several functions related to the Triangle and adjacent neighboring land uses. The Parkway Edge provides a transition between urban core densities near the center of the Triangle and small scaled development north of State Route 275. Changes in topography together with existing plantings which border SR-275 provide a continuous landscape image for the neighborhood. Between 5th Street and Tower Bridge, reclassification of SR-275 will also provide an opportunity to introduce footpaths and bike paths, extending the network of local circulation beyond the Triangle. Parkway Edge open space closest to the I-80 Interchange provides a further opportunity to buffer adjacent land uses.

Guidelines:

Achieve effective screening and landscape treatment within four years of planting.

Provide dense screen plantings near the I-80 Interchange.

At locations where the Parkway Edge is connected to SR - 275 at grade, use landscape to reinforce links across it to adjoining neighborhoods.

Mark important entrances to the Triangle with appropriate landscape features.

Employ landscape massing in areas which require screening. Use a finer level of detail in landscape design for areas of pedestrian circulation along the sub-area boundary.



Employ landscape massing in areas which require screening.

Provide a Secure and Inviting Mixed Use Environment: Mixed use areas are inviting only if they provide the kind of public and private environments that encourage employees to identify with and support the neighborhood they occupy while allowing residents to pursue the style of life to which they aspire. Without exception, those aspirations can be met only if the environment is safe and secure allowing each resident to function as an individual, or as a member of a group, with independence and personal freedom.

Guidelines:

Develop all public areas as visually accessible and well lit spaces.

Concentrate public services at locations where the greatest diversity of public activity is anticipated.

Develop and maintain both passive and active recreation spaces that are accessible to all residents.

Locate and design public open spaces so that they contribute to the individual identities of each neighborhood.



A

Create visually accessible and well lit spaces.



B

Concentrate public services where public activity is anticipated.



C

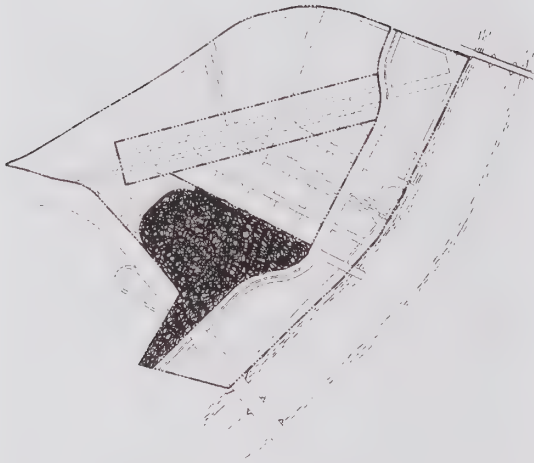
Develop passive and active recreational spaces which are accessible to the public.



D

Locate and design public open spaces so that they contribute to the individual identities of each neighborhood.

THE PLAN



The RGA Edge Neighborhood

THE PURPOSE

The RGA Edge is an area of high visibility and good access from Business 80. Freeway noise makes the area closest to Business 80 undesirable for housing. However, this area provides good opportunities for visible and identifiable office development which would effectively buffer sites to the north.

Portions of the RGA Edge which are distant from the freeway or effectively sheltered from its noise are suitable for a variety of housing types, complementing those on the Waterfront and in the Core.

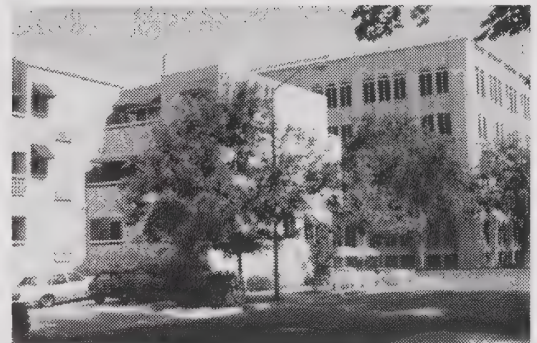
POLICIES

THE CITY WILL ENCOURAGE USES ADJACENT TO BUSINESS 80 WHICH ARE NOT SENSITIVE TO FREEWAY NOISE YET ARE COMPATIBLE WITH ADJACENT AREAS IN THE TRIANGLE AND WHICH EFFECTIVELY BUFFER AREAS TO THE NORTH .

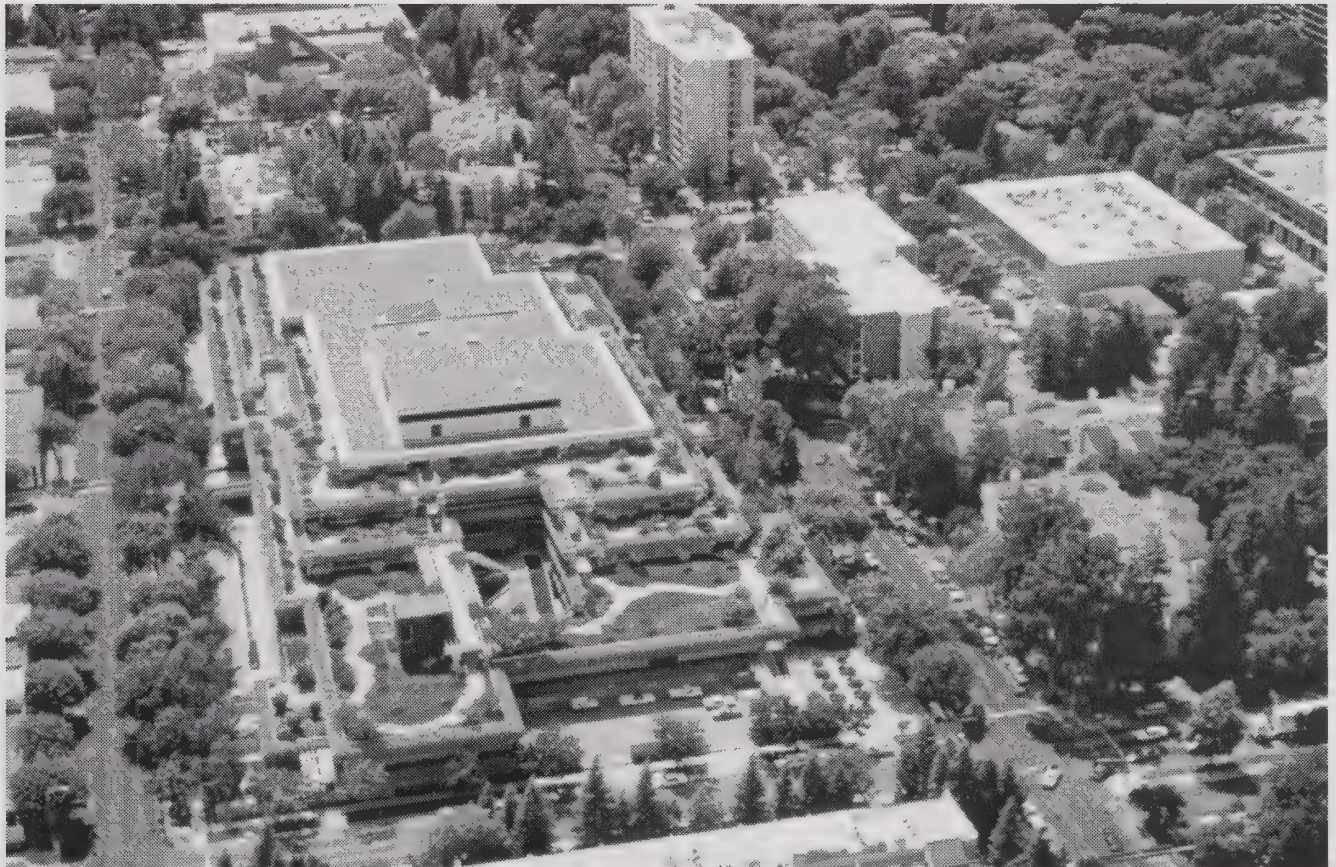
THE CITY WILL ENCOURAGE A VARIETY OF HOUSING TYPES AND SUPPORTIVE USES.

THE CITY WILL ENCOURAGE USES, ACTIVITIES AND CONFIGURATIONS WHICH ARE COMPATIBLE WITH THE CORE AND NEIGHBORHOODS TO THE WEST.

THE CITY WILL PROMOTE NEIGHBORHOODS WHICH HAVE THE PHYSICAL AND FUNCTIONAL CHARACTERISTICS TO ATTRACT AND ACCOMMODATE A DIVERSIFIED RESIDENT POPULATION .



Orient uses which are sensitive to noise away from B-80.



RGA Edge is characterized as a campus environment containing commercial and residential uses in a park setting.

DEVELOPMENT REGULATIONS

An explanation of the intent and application of each type of regulation can be found in the section of this plan entitled *Development Regulations - The Whole Plan*.

Building Heights

Maximum Height

- Non-residential structures: 150 feet - 200 feet as designated [See Maximum Building Heights map in the *Whole Plan* section]
- Residential structures: 250 feet

Development Density

- Floor Area Ratio [FAR] 2.5:1 maximum as designated [See FAR Map in the *Whole Plan* section]
- FAR Exclusions Parking only.

Building Set Backs

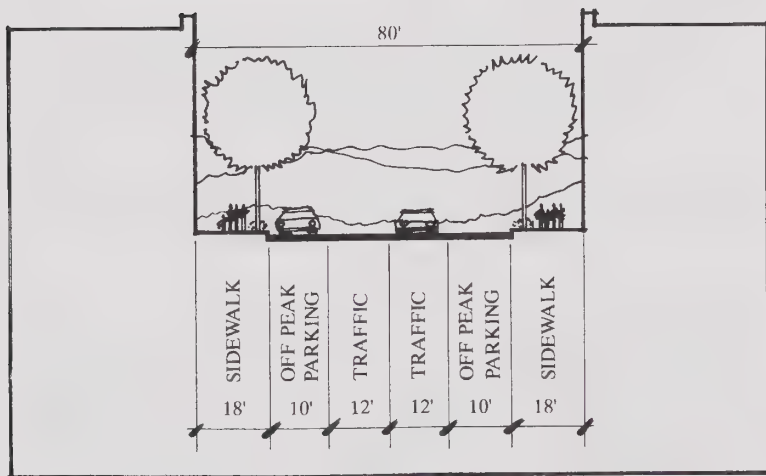
Building setbacks applicable to each street in the Triangle area are identified on the map entitled *Building Setbacks* which is included in the *Whole Plan* section

- 25 feet maximum setbacks: South Pier Street
- Required building frontage: None

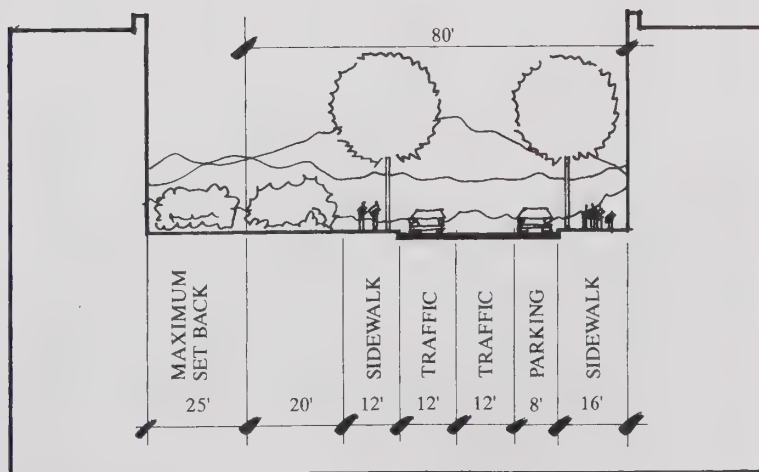
Right of Way Standards

Fifth Street and South Pier Streets

Right of way width:	80 feet
Vehicular lanes:	12 feet
Turn lanes:	10 feet
On-Street Parking:	None; off-peak parking possible.
Sidewalks:	12.0 feet standard minimum



Fifth Street

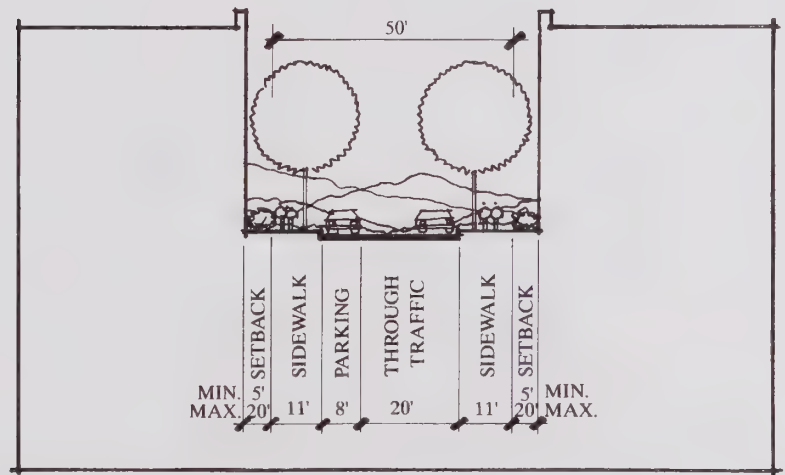


South Pier Street

THE PLAN

Streets built for internal circulation

Right of way width:	50 feet
Vehicular lanes:	10 feet
Parking:	8 feet
Sidewalks:	10 feet minimum
Furnishing Zone:	4 feet minimum
Through Pedestrian Zone :	4.5 feet minimum
Curb Zone:	1.5 feet minimum



Streets built for internal circulation

Parking

The City will develop and adopt a parking plan as described in the *Whole Plan* section. This plan will encourage commercial uses to support commuter trips on public transit by establishing reasonable parking maximums. It will also recognize the special needs of residential uses and be careful not to constrain their options for access.

Open Space and Landscape Standards

Land between developable parcels and the freeway can be planted to provide an effective visual separation from the elevated highway structure and the space beneath it. Not more than 25% of the total area available for planting should be turfed. The remainder should be planted with trees, shrubs and ground-cover.

DESIGN GUIDELINES

Develop a Community of Neighborhoods: The challenge to a new mixed use development separated from existing residential neighborhoods is that it must be large enough in its first phase to establish its own sense of community with sufficiently strong connections to its surroundings that it does not become an isolated project as it grows, losing its identity with the larger community in the process.

Guidelines:

Develop residential neighborhoods in sufficiently large increments and in configurations which will clearly identify their residential character.

Develop commercial structures so that they are identified with neighborhoods and do not become alien communities which obscure the integrity of emerging neighborhoods.

Develop individual neighborhoods which collectively provide a wide choice of housing types to suit a diversity of residents.



A

Develop residential neighborhoods in sufficiently large increments and in a configuration which clearly identify their residential character.



B

Develop commercial structures so that they are identified with neighborhoods.



C

Develop neighborhoods which provide a choice of housing types to suit a diversity of residents.

THE PLAN



Locate adequate resources of employee parking to serve a secondary shared function for guests and visitors.

Provide Adequate Residential Services: Residents of a downtown area should be encouraged to utilize all available services, regardless of location. However, each neighborhood, or group of neighborhoods should have some commercial and recreational services which they use and with which they identify. The market and affinity for these services should be expanded by the significant employment base to be established within the RGA Edge.

Guidelines:

Make employee parking available to guests and visitors to nearby residents in the evenings and at weekends.

Provide small shops and service facilities within or between neighborhoods so that employees and nearby residents are encouraged to patronize them.

Develop neighborhood parks and open spaces which provide residents with facilities for play, walking, gardening, and contemplation.



Provide small shops and service facilities between neighborhoods.



Develop neighborhood parks and open space.

Respect Neighbors: Successful residential neighborhoods tend to have physical organizations which are specific and vulnerable. Insensitive new and adjacent development can inadvertently degrade the quality of life for the affected neighborhood. Different and complementary adjacent development can enhance the value and independence of existing neighborhoods.

Guidelines:

Develop vehicular access and parking for new projects so that it does not conflict with the circulation systems for existing neighborhoods.

Locate and orient mid-rise and high-rise structures so that they do not compromise the solar access of existing public open spaces.

Locate and orient mid-rise and high-rise structures along the edge of Business 80 and the off ramp at South Pier so that optimal acoustic protection is provided for residential projects to the north and east.



A

Develop vehicular access for new projects which does not conflict with the circulation systems of existing neighborhoods.



B

Locate and orient tall structures so that they do not compromise solar access to public open spaces.



C

Locate and orient structures along the edge of business 80 and the off ramp at South Pier to buffer noise.

THE PLAN



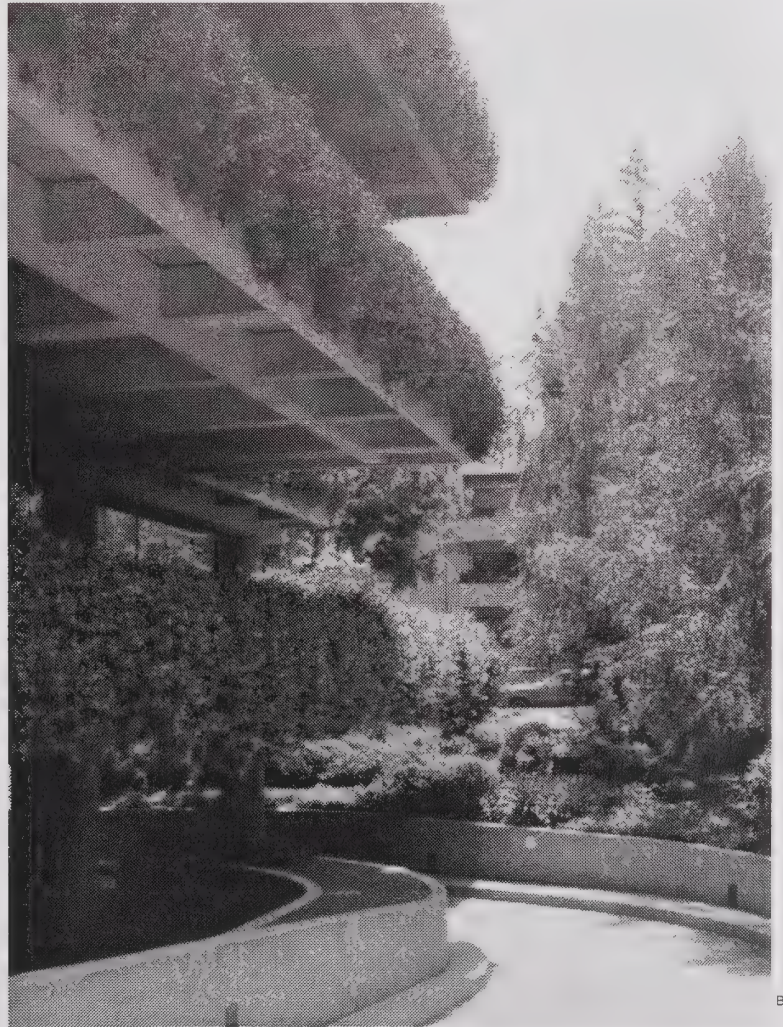
Create continuity between street patterns in and adjacent to the Plan Area.

Use Open Space and Parking Structures to Buffer Development from the Freeway: Due to the physical characteristics of the freeway structure, heavy screening will be necessary to buffer the adjacent uses. Recognize the long term need to link adjacent land use patterns as development occurs over the entirety of the area. Capitalize on opportunities to use non-sensitive uses such as parking to create effective noise barriers.

Guidelines:

Create continuity between street patterns on and off the plan area to emphasize the mutual dependence of developing adjacent neighborhoods.

Achieve effective screening and landscape treatment within four years of planting.



Attain effective screening and landscaping in four years.

Respect views to waterfront: Design and locate development in the vicinity of the river to maximize views and to extend the special qualities of the waterfront into the interior of the Triangle using an integrated open space framework.

Guideline:

Establish landscape easements to provide visual and physical access to waterfront amenities.

Design and orient common internal landscape areas to maximize views and circulation towards the river.



Provide landscape easements for visual and physical access to the waterfront.



Orient public and private landscape areas to maximize views and access to the waterfront.

IMPLEMENTATION STRATEGY

PURPOSE

The Implementation Section explains the required programs, strategies and actions which implement the policies, standards and guidelines contained in the Specific Plan. This Part sets forth policies governing infrastructure, public service and development requirements, including the financing, phasing and maintenance of public infrastructure and public services. This Part also sets forth project plan submittal requirements, the City's processing of such submittals, and development and other agreements between developers and the City.

The full development of the Triangle will require extensive capital improvements, including the construction of new and the upgrading of existing streets, parks, utilities, storm drainage facilities, and other infrastructure. It is anticipated that these capital improvements will be constructed incrementally over time when needed to serve development. This will avoid financially overburdening the early stages of development of the Triangle. In addition, the use of existing infrastructure will be permitted to the extent practical and feasible in order to defray the cost of early new development.

All proposals for development within the Triangle will be required to submit and implement a plan to provide for all public utilities, infrastructure and services necessary to serve that development. The illustrative infrastructure and utility layouts in the Specific Plan each have been sized to accommodate the capacity requirements of 7,000,000 square feet of commercial space plus 5,000 residential units within the Triangle. In circumstances where ongoing operations impede the most appropriate extension of utilities, the City shall consider alternatives to the proposed utility design provided such alternatives will be of adequate capacity and will not compromise future development within the Triangle.

Illustrative public utility layouts together with accompanying standards for illustrative utility construction are provided later in this Section. These utility layouts and standards will serve as the basis for the City's review of development proposals. The exact location of trunk and spur utility lines serving large development parcels along the perimeter of the Triangle have not been prescribed by the Specific Plan. Their locations will be determined along with final street layouts as part of the site development plan approvals for such properties.

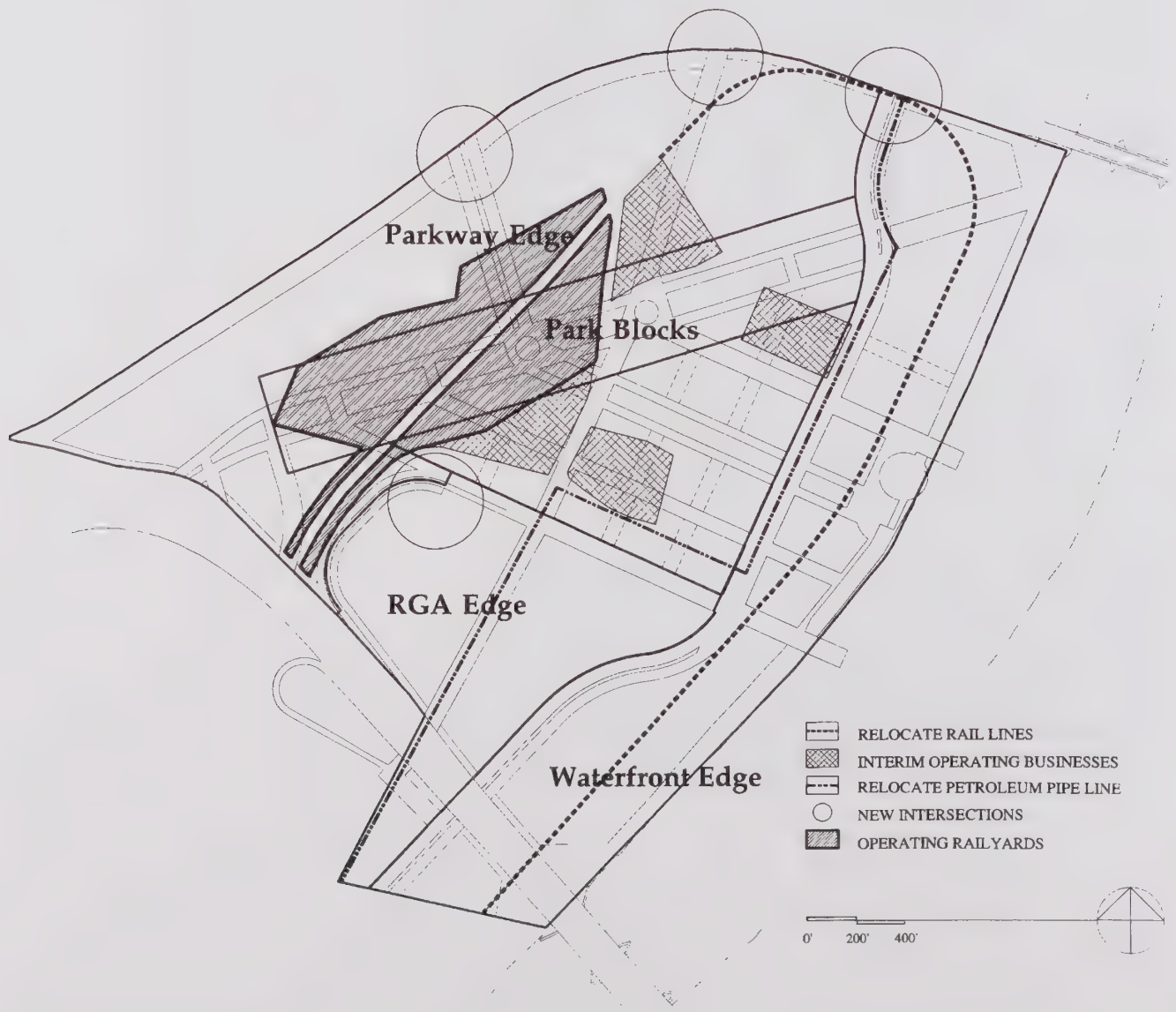
Development of the Triangle also will increase demand for public facilities and services such as schools, parks and fire and police protection. Each development will be required to mitigate its respective impact on such facilities and services. Examples of such mitigation include the dedication of land or the payment of in-lieu or other impact fees. It is contemplated that many of these impacts will be offset through assessment or community facilities districts.

Concurrently with the preparation of the Specific Plan, the City has prepared an analysis of potential fiscal impacts of two development programs which are consistent with the Specific Plan and evaluated in the West Sacramento Triangle Specific Plan Environmental Impact Report (the "EIR") as well as a development scenario below the level of intensity of those two programs. Every five years the City shall review the fiscal impact of actual development within the Triangle and reexamine the sizing and location of infrastructure and utilities as set forth in the Specific Plan. If necessary, the City shall make any necessary adjustments to the infrastructure and utilities plan and to fiscal mitigation requirements (either upward or downward) in order to accommodate unanticipated changes in the market conditions and development patterns within the Triangle.

Developers of any property in the Triangle shall be entitled to full credit against regulatory fees and development impositions for all of the following (to the extent such costs and expenses are incurred for the benefit of property other than that of the developer): All costs incurred by the developer in designing, constructing or providing the public utilities, facilities or services for which the particular regulatory fee or development imposition is levied; all assessments paid by the developer (or a predecessor of the developer) which were levied by any assessment or community facilities district or the like in order to pay for the cost of designing, constructing or providing such public rights of way, utilities, facilities or services; and the dedication of land to be used for public rights of way, utilities, facilities, open space or services. For example, but not by way of limitation, developers within the Triangle shall not be liable for payment of a fee to the City's Sewer Enterprise Fund where they have constructed connection lines (excluding parcel serving lateral lines) within the Triangle at a cost greater than or equivalent to such fee.

IMPLEMENTATION STRATEGY

Development in the Triangle also is constrained by a variety of special conditions such as existing non-conforming industrial uses, rail lines, and parcel reconfigurations. These conditions are indicated on the Development Constraints Map below, and discussed in greater detail thereafter. It is the intent and policy of the City and the Redevelopment Agency to facilitate development in cooperation with private owners and developers by resolving identified development constraints through the exercise of their respective redevelopment and/or other abilities. New development in accordance with the Specific Plan will be conditioned upon the satisfactory resolution, mitigation or removal of those constraints affecting the property proposed for development.



Development Constraints Map

Where a development constraint indirectly affects a property's development, such as where the planned extension of a utility required for a project is not cost effective at the time the development is to go forward, the City may consider alternative layouts to those illustrated in the Specific Plan, provided that the development of the Triangle in accordance with the Specific Plan is not compromised.

City-Wide Constraints:

- At-Grade Intersections on SR-275
- Construct Waterfront Improvements

Triangle-Wide Constraints:

- Plan Approval
- Realignment B-80 Off-Ramps
- Install Park Block Improvements
- Install Garden Improvements
- Improve/Construct Major Streets

Parcel Constraints:

- Parcel Reconfigurations
- ROW Dedications
- Relocation of Oil Pipeline
- Removal of Obsolete Rail Lines
- Toxic and Petroleum Remediations
- Business Relocations
- Construction of At-Grade Rail Crossing
- Extension of Public Utilities

IMPLEMENTATION STRATEGY

GOALS

ENSURE EITHER THAT ALL UTILITIES NECESSARY TO SUPPORT A DEVELOPMENT PROJECT WILL EXIST AT THE TIME OF SUCH DEVELOPMENT OR THAT THE CONSTRUCTION OF SUCH UTILITIES WILL BE ASSURED AS A CONDITION OF NEW DEVELOPMENT.

PROVIDE FOR FUNDING OF ADEQUATE PUBLIC SERVICES TO SUPPORT THE NEEDS OF NEW DEVELOPMENT.

PROVIDE ADEQUATE FLEXIBILITY IN IMPLEMENTATION PROCEDURES TO ENCOURAGE AND FACILITATE EARLY DEVELOPMENT ACTIVITY AND MAXIMIZE ECONOMIC VIABILITY OF THE DEVELOPMENT OF THE TRIANGLE.

REMOVE OR MITIGATE INCOMPATIBLE CONDITIONS TO ENSURE HIGH QUALITY DEVELOPMENT.

POLICIES**General**

ALL NEW UTILITY FACILITIES WHICH ARE INSTALLED TO SERVE DEVELOPMENT WITHIN THE TRIANGLE SHALL CONFORM WITH THE STANDARDS OF THE CITY OF WEST SACRAMENTO, INCLUDING THOSE SET FORTH IN THE SPECIFIC PLAN.

THE USE OF EXISTING UTILITIES WILL BE PERMITTED TO THE EXTENT PRACTICAL AND FEASIBLE IN ORDER TO DEFRAY COSTS OF EARLY NEW DEVELOPMENT IN THE TRIANGLE.

UTILITY CONFIGURATIONS DIFFERENT FROM THOSE SET FORTH IN THE SPECIFIC PLAN MAY BE PERMITTED BY THE CITY TO RESOLVE DEVELOPMENT CONSTRAINTS PROVIDED THAT THE DEVELOPMENT OF THE TRIANGLE IN ACCORDANCE WITH THE SPECIFIC PLAN IS NOT COMPROMISED.

THE PROPOSED SIZING OF UTILITY SYSTEMS WHICH HAVE NOT YET BEEN BUILT SHALL BE REVIEWED BY THE CITY EVERY 5 YEARS IN ORDER TO ACCOMMODATE DEVELOPMENT INTENSITY, DEVELOPMENT PATTERNS AND LAND USES DIFFERENT FROM THOSE PRESENTLY ANTICIPATED.

THE CITY SHALL ENTER INTO A REIMBURSEMENT AGREEMENT WITH ANY DEVELOPER WHO PLANS, DESIGNS, FINANCES OR CONSTRUCTS INFRASTRUCTURE OR UTILITY FACILITIES OF JOINT BENEFIT OR OVERSIZES SUCH FACILITIES ABOVE THAT REQUIRED SOLELY FOR ITS PROJECT.

WHENEVER AN OWNER OR DEVELOPER IS REQUIRED TO PAY ITS FAIR SHARE OF THE COST OF PROVIDING PUBLIC FACILITIES AND SERVICES, SUCH FAIR SHARE SHALL BE DETERMINED THROUGH AN ASSESSMENT ENGINEER (IN THE CASE OF AN ASSESSMENT, COMMUNITY FACILITIES OR BENEFIT DISTRICT), NEGOTIATION (IN THE CASE OF A DEVELOPMENT, REIMBURSEMENT OR OTHER SIMILAR AGREEMENT BETWEEN THE CITY OR OTHER APPROPRIATE GOVERNMENTAL ENTITY AND THE OWNER OR DEVELOPER) OR OTHER APPROPRIATE METHOD CONSISTENT WITH STATE LAW.

THE CITY MAY MODIFY REQUIRED IMPACT, IN-LIEU, CONNECTION, PERMIT OR OTHER SIMILAR FEES AND DEDICATIONS AT ITS DISCRETION, THROUGH DEVELOPMENT AGREEMENTS OR OTHER SIMILAR AGREEMENTS BETWEEN THE CITY AND ANY OWNER OR DEVELOPER.

IMPLEMENTATION STRATEGY

Wastewater

NEW DEVELOPMENT WITHIN THE TRIANGLE WHICH INCREASES THE EXISTING FLOW OF WASTEWATER TO THE CITY'S TREATMENT FACILITIES SHALL NOT BE DELAYED PENDING CONSTRUCTION OF NEW CONNECTION LINES UNTIL THE EXISTING EXCESS CAPACITY OF THE FORCE MAIN ALONG SOUTH RIVER ROAD HAS BEEN UTILIZED. THEREAFTER DEVELOPMENT SHALL NOT OCCUR UNTIL THE NECESSARY CONNECTION LINES TO THE CITY'S SEWERAGE SYSTEM HAVE BEEN INSTALLED.

NO LATER THAN SUCH TIME AS NEW DEVELOPMENT UTILIZING THE CITY'S WASTEWATER TREATMENT (INCLUDING AREAS OUTSIDE THE TRIANGLE) HAS REACHED 90% OF THE CAPACITY OF THE CITY'S EXISTING TREATMENT FACILITIES, THE CITY WILL BEGIN THE STUDIES AND PLANNING NECESSARY FOR THE EXPANSION OF THE CAPACITY OF THE CITY'S TREATMENT FACILITIES. UNTIL SUCH TIME AS NEW DEVELOPMENT UTILIZING THE CITY'S WASTEWATER TREATMENT (INCLUDING AREAS OUTSIDE THE TRIANGLE) HAS REACHED 95% OF THE CAPACITY OF THE CITY'S EXISTING TREATMENT FACILITIES, DEVELOPMENT WILL NOT BE DELAYED PENDING EXPANSION OF TREATMENT CAPACITY.

EACH DEVELOPER SHALL PAY FOR ITS PROJECT'S "FAIR SHARE" OF THE COST OF INFRASTRUCTURE NECESSARY TO CONNECT THE PROJECT AND/OR PROJECT AREA TO THE CITY'S SEWERAGE SYSTEM AND FOR TREATMENT CAPACITY NECESSARY TO SERVE THE PROJECT.

Drainage

EACH PROPOSED PROJECT SHALL PROVIDE FOR ADEQUATE SITE DRAINAGE IN ACCORDANCE WITH THE STANDARDS OF THE CITY OF WEST SACRAMENTO, INCLUDING THOSE SET FORTH IN THE SPECIFIC PLAN. SUCH SITE DRAINAGE IMPROVEMENTS SHALL BE DESIGNED BY A REGISTERED CIVIL ENGINEER IN ORDER TO ASSURE THAT CAPACITY OF THE CITY'S FACILITIES IS NOT EXCEEDED.

IT IS THE INTENT OF THE CITY TO PREPARE A COMPREHENSIVE STORMWATER MANAGEMENT PLAN IN COORDINATION WITH THE CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD. THIS MANAGEMENT PLAN WILL ESTABLISH GUIDELINES AND STANDARDS FOR MINIMIZING, COLLECTING, TREATING AND DISCHARGING RUNOFF GENERATED BY DEVELOPMENT WITHIN THE TRIANGLE AND SHALL INCLUDE THOSE MEASURES SPECIFIED IN THE SPECIFIC PLAN EIR. UPON ADOPTION, THIS MANAGEMENT PLAN SHALL BE A PART OF THE CITY'S STANDARDS APPLICABLE TO THE TRIANGLE TO THE EXTENT SPECIFIED IN SUCH PLAN.

ALL DEVELOPMENT SHALL COMPLY WITH THE CITY'S GENERAL PLAN GOALS AND POLICIES FOR PUBLIC FACILITIES AND SERVICES AND GENERAL PLAN GOALS AND POLICIES FOR NATURAL RESOURCES. TO THE MAXIMUM EXTENT POSSIBLE, ALL DEVELOPMENT SHALL IMPLEMENT BEST MANAGEMENT PRACTICES FOR CONTROLLING NON-POINT SOURCES OF POLLUTION.

Water

THE CITY SHALL TAKE SUCH ACTION AS IS NECESSARY TO ENSURE AN ADEQUATE WATER SUPPLY TO SERVE DEVELOPMENT WITHIN THE TRIANGLE IN ACCORDANCE WITH CITY STANDARDS.

EACH DEVELOPER SHALL PAY FOR ITS PROJECT'S "FAIR SHARE" OF THE COST OF IMPROVEMENTS WITHIN THE TRIANGLE ("ON-SITE") AND OUTSIDE THE TRIANGLE ("OFF-SITE") NECESSARY FOR WATER SUPPLY AND DELIVERY TO THE TRIANGLE AND TO ENSURE PROVISION OF ADEQUATE FIRE FLOW (DETERMINED BY THE CITY FIRE DEPARTMENT ON AN ONGOING BASIS) TO DEVELOPMENT IN THE TRIANGLE.

Police Service

THE CITY SHALL PROVIDE ADEQUATE POLICE SERVICES TO THE TRIANGLE IN ACCORDANCE WITH CITY STANDARDS. DEVELOPERS SHALL MITIGATE THE COST OF MAKING SUCH SERVICES AVAILABLE. BY PAYING THEIR "FAIR SHARE" OF SUCH COST. THIS MITIGATION MAY BE SATISFIED IN PART BY PROVIDING PRIVATE SECURITY AND SECURITY PERSONNEL WITH THE CITY'S APPROVAL.

IMPLEMENTATION STRATEGY

DEVELOPMENT WITHIN THE TRIANGLE SHALL BE COORDINATED WITH THE CITY POLICE DEPARTMENT AT THE PLANNING STAGE TO ENSURE THE USE OF DESIGN FEATURES APPROPRIATE TO REDUCE POLICE SERVICE DEMANDS.

Fire Protection Services

THE CITY SHALL PROVIDE ADEQUATE FIRE PROTECTION SERVICES TO THE TRIANGLE IN ACCORDANCE WITH CITY STANDARDS. DEVELOPERS SHALL PAY THEIR “FAIR SHARE” OF EXPENSES REQUIRED IN ORDER TO MAINTAIN AN ISO RATING OF 4 OR BETTER WITHIN THE TRIANGLE AND TO PROVIDE FOR NEW FACILITY SPACE AND/OR MODIFICATIONS TO EXISTING FACILITY SPACE AS REQUIRED TO EFFECTIVELY HOUSE REQUIRED EQUIPMENT WITHIN ACCEPTABLE RESPONSE DISTANCE TO THE TRIANGLE.

DEVELOPMENT WITHIN THE TRIANGLE SHALL CONFORM TO BEST MANAGEMENT PRACTICES AS RECOMMENDED BY THE CITY FIRE DEPARTMENT TO REDUCE THE RISK OF FIRE IN ALL STRUCTURES WITHIN THE TRIANGLE.

Schools

DEVELOPMENT WITHIN THE TRIANGLE SHALL CONTRIBUTE TO THE CONSTRUCTION OF NEW AND/OR EXPANDED SCHOOL FACILITIES WITHIN THE WASHINGTON UNIFIED SCHOOL DISTRICT IN ACCORDANCE WITH THE DISTRICT’S ESTABLISHED IMPACT FEE SCHEDULES FOR RESIDENTIAL AND COMMERCIAL DEVELOPMENT

DEVELOPMENT REGULATIONS

The schematic drawings which follow establish the recommended sizes and location of public utilities, including but not limited to water, sewer, storm drainage and the relocated high pressure petroleum pipeline. Trunk and spur lines serving properties along the perimeter of the Triangle have not been determined because the Specific Plan does not prescribe local distributor streets within such properties.

General

There shall be a minimum horizontal separation of 10 feet between all water and sanitary sewer conveyances.

Sanitary sewer pipelines shall cross beneath water distribution mains. Crossings separated by less than 1 foot shall have adequate encasement material as established by the City of West Sacramento.

Vertical separation between sanitary sewer pipelines and all other utilities shall be a minimum of 6 inches.

There shall be a minimum horizontal separation of 5 feet between the high pressure petroleum pipeline and all other utilities.

All major infrastructure trunk facilities shall be located underground within street rights-of-way as set forth in the recommended schematic infrastructure master plans or any alternatives approved by the City. Unless otherwise infeasible, no trunk facilities shall be located within the Garden right-of-way.

No public utilities with the exception of utility services shall be installed behind the back of sidewalk. All shall be underground.

Due to future rail transit considerations, all utilities shall be placed outside of the established light rail line rights-of-way along River Road.

All private utilities shall be underground and, unless otherwise infeasible, shall be installed in a common trench.

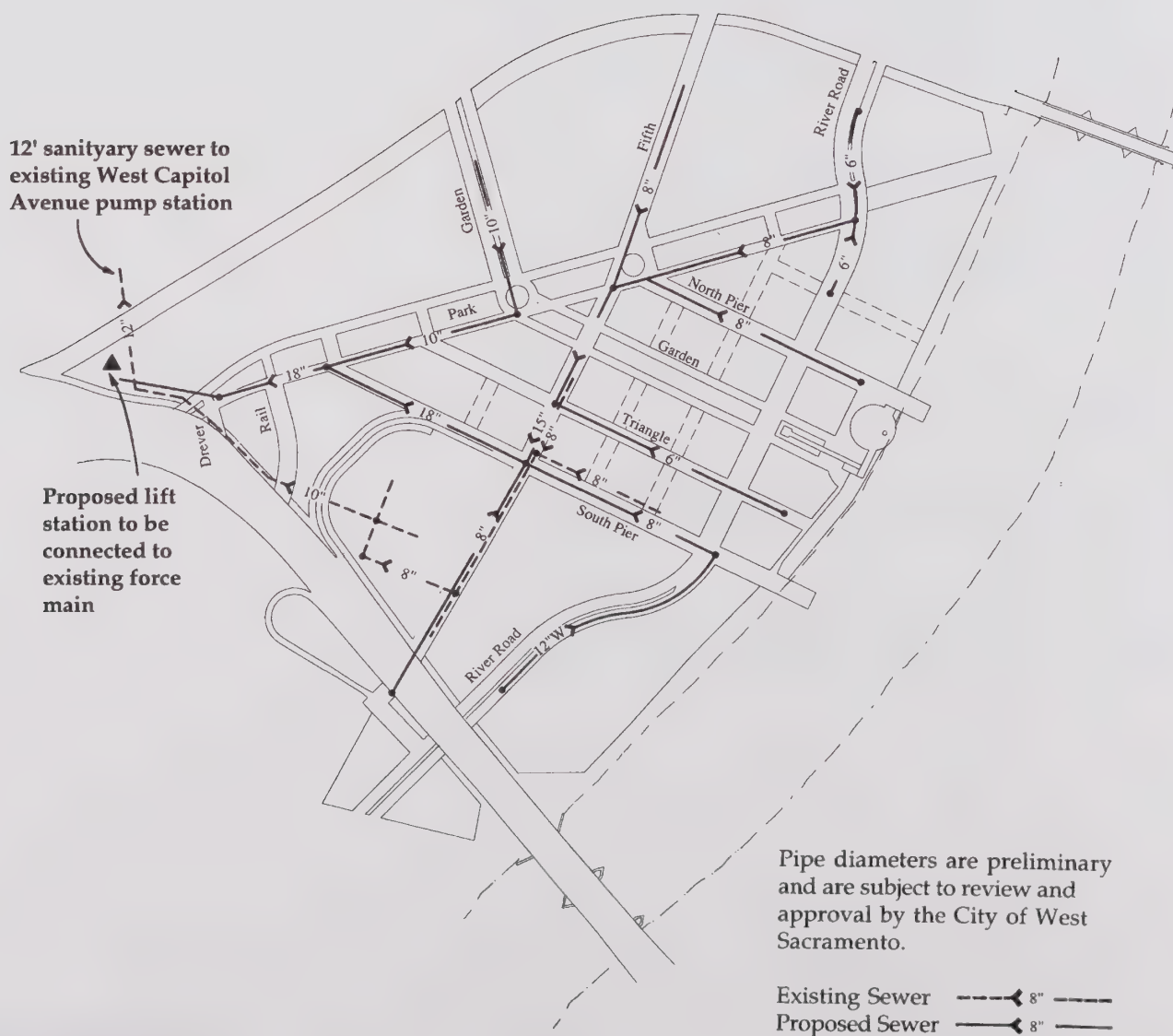
IMPLEMENTATION STRATEGY

Wastewater

The design and construction of all wastewater infrastructure and appurtenances shall meet the requirements of the City of West Sacramento Design Standards with the following exceptions:

Average daily flow shall be based upon the following:

High density residential:	150 gallons per dwelling unit per day
Office/Commercial:	60 gallons per 1,000 square feet per day



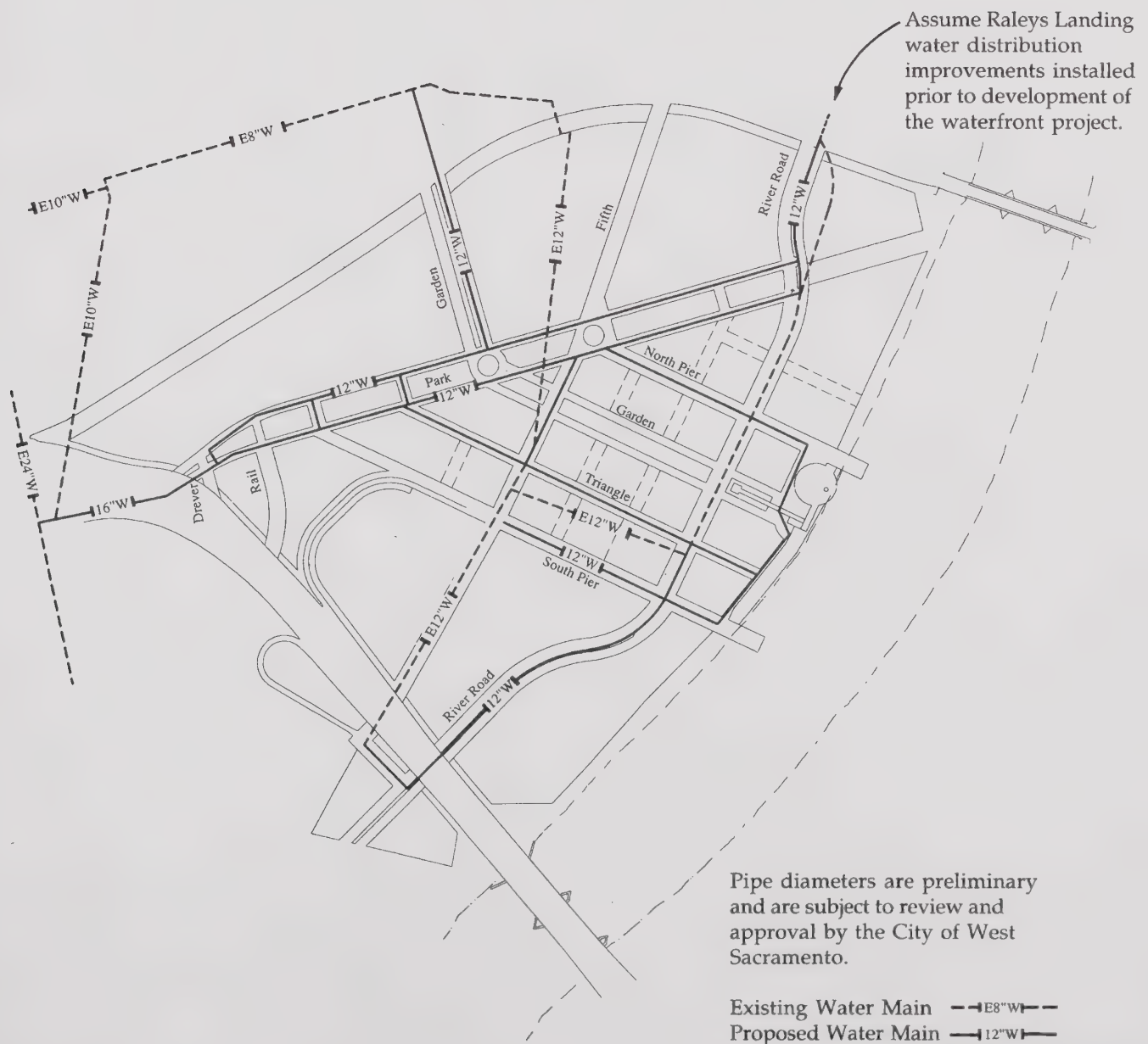
IMPLEMENTATION STRATEGY

Water

The design and construction of all water infrastructure and appurtenances shall meet the requirements of the City of West Sacramento Design Standards with the following exceptions:

Average daily demand shall be based upon the following:

High density residential:	225 gallons per dwelling unit per day
Office/Commercial:	75 gallons per 1,000 square feet per day



IMPLEMENTATION STRATEGY

Drainage

The design and construction of all storm drainage infrastructure and appurtenances shall provide the Plan Area with adequate site drainage and meet the requirements of the City of West Sacramento Standard Specifications and shall incorporate passive Best Management Practices to prevent pollutants from stormwater runoff from developed areas entering created wetlands or the Sacramento River. Such practices shall include use of oil and grease traps or construction of settling basins, grass filter strips and vegetated swales in areas surrounding the created or avoided wetlands and waters of the United States.



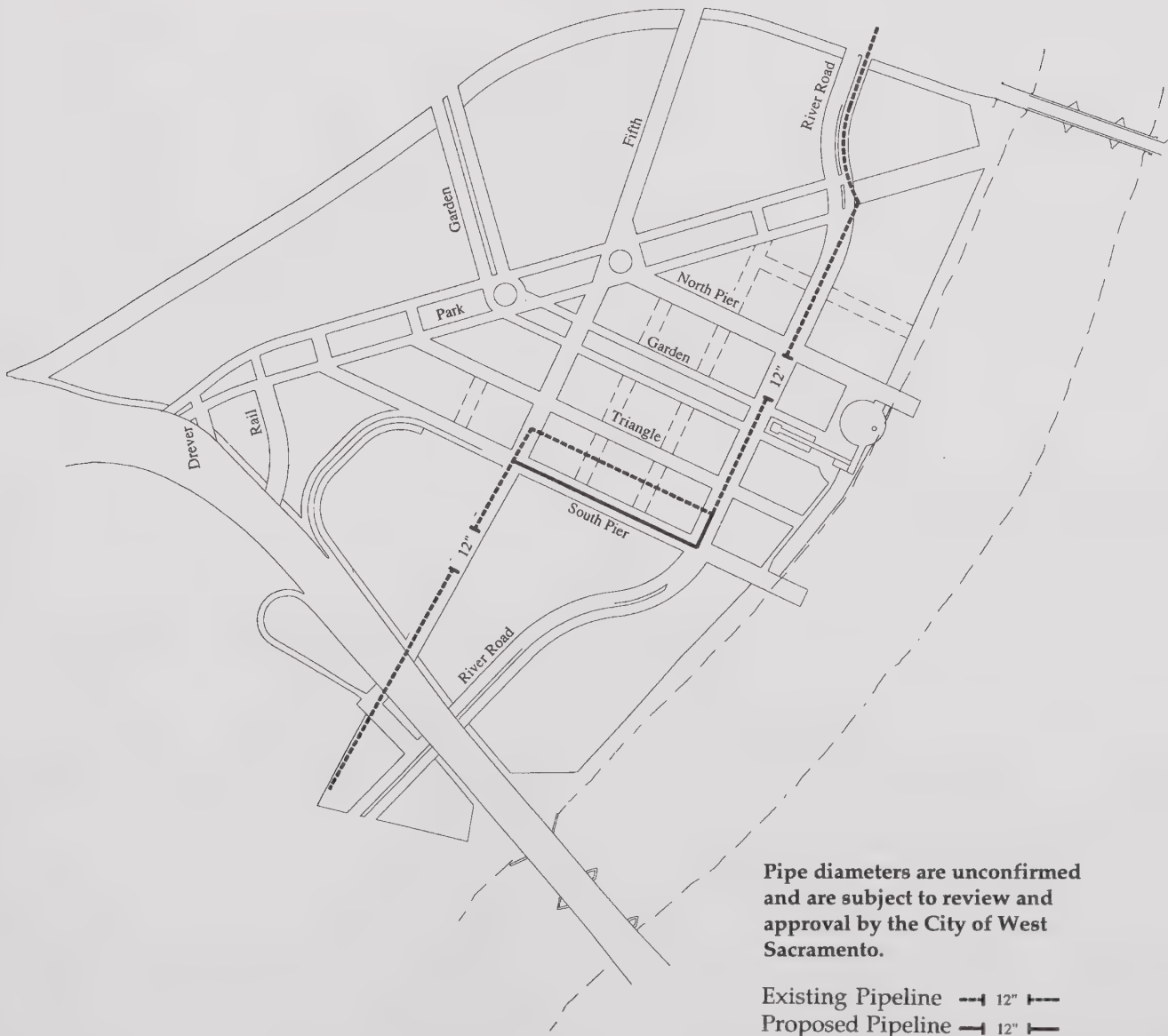
Stormwater drainage facilities shall be designed by a registered civil engineer and shall ensure that the capacity of any affected existing facilities shall not be exceeded. (All proposed drainage facilities are subject to review by the City of West Sacramento Department of Public Works prior to construction.)

Specific criteria shall be as follows:

Runoff coefficient "C" for 10 year storm shall be 0.90.

High Pressure Petroleum Pipeline

Controlling dimensions are stated above under general development regulations.



IMPLEMENTATION STRATEGY

Utilities

The design and construction of all utilities and appurtenances shall meet the requirements of the City of West Sacramento Design Standards and the local private utility. These utilities shall include, but not be limited to, gas, electric, cable television. The following exceptions apply in this plan:

As stated above, due to future rail transit considerations, all utilities shall be placed outside of light rail line rights of way. Also, all private utilities, unless otherwise infeasible, shall be installed in a common trench.

DESIGN GUIDELINES

No private utilities or public infrastructure, with the exception of utility services, shall be installed behind the back of sidewalk or in sidewalk furnishing zone. All shall be underground.

PURPOSE

The Specific Plan provides for a series of street improvements, including certain modifications to existing streets and the construction of a new system of streets within the Triangle. In order to make these street improvements, it will be necessary for the City to obtain rights of way across many of the privately owned parcels of property within the Triangle.

As discussed in Section D below, as a condition of preserving their share of entitlements under the Specific Plan, owners and developers will be required to dedicate those portions of their property upon which these streets are to located to the extent specified below in this Section B. In order to facilitate development by any owner or developer who is ready to proceed, the City and/or the Redevelopment Agency shall obtain any rights of way necessary for that development through dedication, negotiated purchase or other appropriate mechanism.

Park and Open Space Systems

The Specific Plan contemplates various park and open space improvements (notably Waterfront, Garden and Park Blocks) as an integral part of the development of the Triangle. Much of the property which is planned to be developed as open space is in private ownership. As with roadway improvements, owners and developers will be required to dedicate those portions of their property which are a part of this park and open space system to the extent specified below in this Section , and shall receive credit for such dedications against any required dedication or in-lieu fees imposed on their development in accordance with the established City Park land dedication ordinance. The City and/or the Redevelopment Agency shall obtain such park and open space property through dedication, negotiated purchase and such other appropriate mechanism so that development can proceed.

GOALS

TRANSFORM THE APPEARANCE OF THE TRIANGLE AT THE EARLIEST POSSIBLE TIME.

MAXIMIZE THE USE OF AVAILABLE FUNDS TOWARDS CAPITAL AND LANDSCAPE IMPROVEMENTS RATHER THAN RIGHT OF WAY, PARK OR OPEN SPACE ACQUISITION COSTS.

IMPLEMENTATION STRATEGY

POLICIES

Each parcel of privately owned property is affected to a different degree by the proposed rights of way, park and open space components of the General Plan. The City's policies with respect to requiring dedications and acquiring property through negotiated purchase or other appropriate mechanism are as follows:

Dedication

WHERE ONLY A PORTION OF A PARCEL OR PARCELS OF PROPERTY IS REQUIRED FOR RIGHTS OF WAY, PARK AND/OR OPEN SPACE AND THE REMAINDER OF SUCH PARCEL OR PARCELS IS OF SUFFICIENT SIZE AND CONFIGURATION TO ACCOMMODATE DEVELOPMENT TO THE FULL EXTENT OF THE SHARE OF BASELINE ENTITLEMENTS INITIALLY ALLOCATED TO IT PURSUANT TO THE SECTION BELOW ON ENTITLEMENTS. THE OWNER OR DEVELOPER OF SUCH PARCEL(S) SHALL BE REQUIRED TO DEDICATE, WITHOUT COMPENSATION, ALL OF THE REQUIRED RIGHTS OF WAY, PARK AND OPEN SPACE PROPERTY TO THE CITY.

Combined Acquisition and Dedication

WHERE A SUBSTANTIAL PORTION (THOUGH LESS THAN A MAJORITY IN AREA) OF A PARCEL OR PARCELS OF PROPERTY IS REQUIRED FOR RIGHTS OF WAY, PARK AND/OR OPEN SPACE AND THE REMAINDER OF SUCH PARCEL OR PARCELS IS OF SUFFICIENT SIZE AND CONFIGURATION TO ACCOMMODATE DEVELOPMENT TO THE FULL EXTENT OF THE SHARE OF BASELINE ENTITLEMENTS INITIALLY ALLOCATED TO IT PURSUANT TO THE SECTION BELOW ON ENTITLEMENTS. THE CITY SHALL CONSIDER A COMBINATION OF REQUIRED DEDICATION, WITHOUT COMPENSATION, AND ACQUISITION OF SUCH PARCEL(S). THE AMOUNT OF DEDICATION REQUIRED SHALL BE BASED ON A REASONABLE LEVEL OF DEDICATION IN RELATIONSHIP TO THE SIZE AND CONFIGURATION OF THE PARCEL(S) REMAINING IN PRIVATE OWNERSHIP AND THE EXTENT OF DEVELOPMENT WHICH IS ACHIEVABLE ON SUCH PARCEL(S).

Partial Acquisition

WHERE A SUBSTANTIAL PORTION (THOUGH LESS THAN A MAJORITY IN AREA) OF A PARCEL OR PARCELS OF PROPERTY IS REQUIRED FOR RIGHTS OF WAY, PARK AND/OR OPEN SPACE AND SOME PORTION OF THE REMAINDER OF SUCH PARCEL OR PARCELS IS NOT OF SUFFICIENT SIZE AND CONFIGURATION TO ACCOMMODATE DEVELOPMENT TO THE FULL EXTENT OF THE SHARE OF BASELINE ENTITLEMENTS INITIALLY ALLOCATED TO IT PURSUANT TO SECTION D BELOW, THE CITY SHALL ACQUIRE ALL OF THE PROPERTY WHICH IS REQUIRED FOR RIGHTS OF WAY, PARK OR OPEN SPACE TOGETHER WITH SUCH PORTION OF THE REMAINDER OF SUCH PARCEL OR PARCELS WHICH IS NOT OF SUFFICIENT SIZE OR CONFIGURATION TO ACCOMMODATE DEVELOPMENT TO THE FULL EXTENT OF THE UNTRANSFERRED SHARE OF BASELINE ENTITLEMENTS.

Total Acquisition

WHERE THE MAJORITY IN AREA OF A PARCEL OF PROPERTY IS REQUIRED FOR RIGHTS OF WAY, PARK AND/OR OPEN SPACE AND THERE IS VIRTUALLY NO REMAINING PORTION OF SUCH PARCEL SUFFICIENT IN SIZE AND CONFIGURATION TO REASONABLY ACCOMMODATE DEVELOPMENT IN ACCORDANCE WITH THE SPECIFIC PLAN, THE CITY SHALL ACQUIRE ALL OF SUCH PARCEL.

Deferred Dedication

WHERE A PROPERTY ON WHICH AN EXISTING BUSINESS IS BEING OPERATED IS UNREASONABLY AFFECTED BY REQUIRED RIGHTS OF WAY, PARK AND/OR OPEN SPACE, THE CITY SHALL CONSIDER DEFERRING DEDICATION AND ACQUISITION OF SUCH RIGHTS OF WAY, PARK OR OPEN SPACE PROPERTY UNTIL SUCH TIME AS THE OWNER OR DEVELOPER OF THE PROPERTY APPLIES FOR DEVELOPMENT APPROVALS FOR SUCH PROPERTY. SUCH DEFERRAL SHOULD BE SECURED THROUGH A VEHICLE SUCH AS AN AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OR THE APPROVAL OF A PLAN LINE. AT SUCH TIME AS THE OWNER OR

IMPLEMENTATION STRATEGY

DEVELOPER OF THE SUBJECT PROPERTY REMOVES ITS EXISTING BUSINESS OPERATION AND APPLIES FOR DEVELOPMENT APPROVALS, THE CITY SHALL DETERMINE WHICH OF THE FOUR CATEGORIES SET FORTH ABOVE APPLY TO SUCH PROPERTY.

Limits of Obligations and Transfer of Entitlements

UNDER NO CIRCUMSTANCES SHALL AN OWNER OR DEVELOPER BE REQUIRED TO DEDICATE PROPERTY IN EXCESS OF THAT WHICH CAN BE REQUIRED UNDER APPLICABLE STATE OR FEDERAL LAW.

THE CITY SHALL ALLOW THE BASELINE ENTITLEMENTS INITIALLY ALLOCATED TO ANY PROPERTY ACQUIRED BY IT OR BY THE REDEVELOPMENT AGENCY (1) FOR RIGHT OF WAY OR PARK AND OPEN SPACE PURPOSES OR (2) AS A REMAINDER PARCEL WHICH IS NOT OF SUFFICIENT SIZE OF CONFIGURATION TO ACCOMMODATE DEVELOPMENT, TO BE TRANSFERRED TO OTHER PROPERTY WHICH IS BOTH (1) LOCATED WITHIN THE SAME SUB-AREA AS THE PROPERTY ACQUIRED AND (2) OWNED BY THE PROPERTY OWNER FROM WHOM SUCH PROPERTY IS ACQUIRED.

Lot Line Adjustments

THE NEW STREET SYSTEM AND DEVELOPABLE PARCELS WHICH ARE CONTEMPLATED BY THE SPECIFIC PLAN GENERALLY DO NOT CONFORM WITH EITHER THE EXISTING STREETS OR THE BOUNDARIES OF EXISTING PARCELS. IN ORDER TO FACILITATE THE ACQUISITION OF RIGHTS OF WAY AND DEVELOPMENT WITHIN THE TRIANGLE IN ACCORDANCE WITH THE SPECIFIC PLAN IT SHALL BE THE POLICY OF THE CITY TO ENCOURAGE THE RECONFIGURATION OF EXISTING PARCELS IN A MANNER CONSISTENT WITH THE NEW STREET SYSTEM THROUGH LOT LINE ADJUSTMENTS. PROCESSING AND APPROVAL OF LOT LINE ADJUSTMENTS SHALL WHENEVER POSSIBLE BE HANDLED ADMINISTRATIVELY IN THE MANNER DESCRIBED IN (AND SUBJECT TO THE LIMITED REVIEW PRESCRIBED BY) THE SECTION BELOW ON ENTITLEMENTS AND CALIFORNIA GOVERNMENT CODE SECTION 66412.

OVERVIEW

Development of the Triangle will be driven largely by market conditions, property owner initiative and ability to develop, and by development constraints. Therefore, it is difficult at this time to predict with any certainty which properties will develop first, the pace at which development will occur or the mix of commercial and residential development which will be built. These and other factors will determine the extent, location and timing of public infrastructure.

Infrastructure and resolution of development constraints may be addressed by an individual owner, one or more groups of owners, the City or a combination of owners and the City, at such time as needs are identified and specific development projects are proposed.

Financial contributions infrastructure and utilities will be negotiated on a project-by-project basis. This and other implementation considerations will be established through development, disposition, reimbursement and other agreements between the City and individual property owners or developers.

In order to avoid financial overburdening of a project, public infrastructure improvements will generally be constructed when needed. For example, the relocation of the Lonestar rail spur need not occur until the properties which it crosses are ready to be developed. While some infrastructure improvements may be required at an early stage of development (such as the upgrading of major arterial streets), other improvements (such as the potential expansion of sewage treatment plant capacity) may be required at a later date as a result of cumulative development in the Triangle or Citywide. Some improvements (such as certain traffic improvements) may never be required or may be capable of being down-sized or re-configured (if, for example, a favorable balance between housing and employment is achieved in the Triangle, resulting in less severe impacts than the “worse case” situations analyzed in the West Sacramento Triangle Specific Plan EIR and planned for in the Specific Plan).

Because of the Specific Plan attempts to create flexibility with respect to the incremental construction of public infrastructure, there will be periodic review of infrastructure requirements and the financing mechanisms to be used to pay for infrastructure in order to ensure that the Triangle achieves its full development potential.

FINANCING

The public infrastructure improvements required for development within the Triangle during the eighteen year period following approval of this Specific Plan can be grouped into three categories: (1) improvements which are intended to provide benefit Citywide or to other areas of the City in addition to the Triangle (e.g. expansion of the City's sewage treatment plant); (2) improvements which are intended to benefit the entire Triangle (e.g. primary traffic arterials inside the Triangle); and (3) improvements which are intended to serve or benefit only certain properties within the Triangle (e.g. the extension of a utility line to a few parcels). In addition to these capital expenses, there will be substantial operating and maintenance costs as a result of development of the Triangle in accordance with the Specific Plan.

The Triangle is located in an established redevelopment project area, which allows the Redevelopment Agency to invest tax increment revenues in infrastructure construction projects and other projects of public benefit in accordance with the California Community Redevelopment Law. It is anticipated that the Redevelopment Agency will participate financially to some degree in implementing the Specific Plan.

Estimates of public infrastructure improvement costs are based on general assumptions about ultimate development intensity, use patterns and Citywide growth. Actual costs may differ somewhat from these estimates.

As of the date of the Specific Plan, the aggregate cost of Triangle-wide public improvements is estimated to be approximately \$13,600,000. The cost of providing infrastructure to individual parcels of property will vary widely, but to generalize over the entire Triangle (which does not represent the actual cost for any specific parcel), the cost of parcel-specific infrastructure (not including impact, connection and permit fees) amounts to approximately \$18,700,000. An early estimate of the cost of City-wide improvement which may be required is \$19,000,000, of which the Triangle's share is roughly 50%. Thus the total estimated cost to the Triangle of costs in these three categories is \$41,800 or approximately \$400,000 per net developable acre, although actual costs will vary from parcel to parcel. (All of the foregoing estimates are in 1992 dollars and do not include any right of way acquisition costs.) Greater detail concerning these costs can be found in a separate technical appendix (the "Technical Appendix") which was prepared by the City in connection with the preparation of the Specific Plan.

Potential financing sources for funding the capital and infrastructure improvements, the operating and maintenance costs for the improvements, and other enhancements required

for the development of the Triangle can be grouped generally into the following four categories:

- State, federal or local loans, grants and matching funds (e.g., FTA funds, state highway programs, low income housing subsidies and fish and wildlife grants for pier construction. It is unknown at this time the extent of funds which may be available for this project from these sources, although the City will attempt to obtain as much funding from these sources for the Triangle area as possible.
- Local “Pay-As-You-Go” (Cash) financing which relies on the use of currently available funds to pay for public improvement costs (e.g. development impact fees and park and open space dedications. Based on current fee schedules (or in-lieu fees), the City anticipates receiving approximately \$23,000,000 from these sources from the Triangle area over the projected 18 year EIR “build-out” period.
- Local “Pay-As-You-Use” (Debt) financing which provides for payments to be made over time by those who use or derive benefit from the improvements (e.g. Mello Roos districts, assessment districts and lighting and landscape districts). The bonding capacity of the properties within the Triangle at 18 year “build-out” is estimated to be \$20,000,000 to \$35,000,000.
- Redevelopment funds (e.g. the use of tax increment funds). It is anticipated that the Redevelopment Agency will receive in excess of \$100,000,000 in future tax increments over the 18 year EIR build-out period of the Specific Plan which could be used for improvements within the Triangle.

A brief description of the specific financing mechanisms and likely availability of these sources of funds for the Triangle can be found in the Technical Appendix.

The process by which financing mechanisms will be created for individual infrastructure improvements will involve first determining an overall list of improvements to be undertaken and an allocation of the responsibilities for financing of individual improvements. Next, the financing options which appear to be most viable will be reviewed by the City. Then, the list of improvements and preferred financing options will be incorporated into public/private agreements, such as development agreements and acquisition agreements. These agreements will assure that the financing mechanisms selected will be included in the conditions of approval for proposed development within the Triangle, and that the completion of the infrastructure improvements will be assured by appropriate means, such as bonds or other forms of security as may be required by the City.

IMPLEMENTATION STRATEGY

Any assessment proceeding, special tax proceeding or other financing proceeding undertaken by the City to finance construction and/or acquisition of any portion of the infrastructure for the Triangle shall include (to the extent it properly can be included in such proceeding) a provision for reimbursement (or, at the owner's or developer's option, a credit against future assessment) to the owners or developers within the Triangle for the costs they have incurred. These costs may include fees they have paid for administration, design and construction of improvements, fulfillment of conditions or implementation of mitigation measures to the extent that such costs exceed the owners' and developers' fair share of such costs. Such reimbursement shall be made together with interest thereon at the rate of interest being charged on the principal amount of the assessments from which said reimbursement is made or at such other rate as will fairly compensate for the cost of the funds to be so reimbursed.

In any case where the owners or developers of any portion of the Triangle are required by the City to plan, design, construct, or to fund planning, design or construction of improvements or to make dedications, provide mitigation or incur costs in connection with public improvements in excess of those required to service development of their property for the benefit of other owners or developers of any portion of the Triangle, the City shall require that any person or property within the Triangle that utilizes or gains the benefit of such planning, design, dedication or construction shall reimburse the parties who incurred the cost thereof for the proportionate share of said benefit, plus such "buy-in" amount as shall compensate the reimbursed parties for their cost of funds and their risk. In both instances the proportionate share attributable to the benefited person or property shall be determined by the City by ascertaining the charge, cost or assessment that would have been borne by such person or property if said person or property had been part of the original participating group of developers and/or owners.

Additionally, where a developer proposes to construct public improvements using private funds (as opposed to those constructed using fees collected or bonds issued by the City), the developer will be required to provide assurance satisfactory to the City that the public improvements will be constructed and completed in accordance with all applicable standards. Such assurance of construction and completion may take the form of bonds or deposits (such as those required under the Subdivision Map Act) or the escrowing of loan proceeds.

INCREMENTAL CONSTRUCTION

Under the Specific Plan, incremental construction of infrastructure is intended to be flexible so that it can respond to market conditions, financing availability, the development plans and desires of individual property owners and developers, and other relevant conditions. To assure orderly growth, to minimize conflicts between existing and future uses in the Triangle, to avoid insupportable public improvements, and to assure that infrastructure will be sufficient to support development, it is desirable to have development occur incrementally.

As of the date of the Specific Plan, there are 31 different owners of property situated within the Triangle, and it is the goal of the Specific Plan to allow each owner or developer to proceed with development of its property at such time as such owner or developer chooses. As indicated in the Cost Analysis section of the Technical Appendix, however, there are differential costs (some of which are unrelated to infrastructure) associated with commencing development in one or another of the Sub-Areas and specific development parcels. Some of the properties within the Triangle have sufficient infrastructure to begin their development almost immediately, while other properties have more substantial problems to resolve before their development can proceed.

The Development Constraints Map above illustrates the types and levels of development constraint affecting the various properties in the Triangle. The Development Constraints Map is intended to provide the City with a guide to the various development constraints which must be addressed or resolved before development can proceed on affected properties. Only those development constraints which affect a specific development project proposal under consideration must be so addressed or resolved as a condition of development.

It is anticipated that some of the illustrated development constraints will be resolved through Triangle-wide or City-wide efforts. Other constraints, such as the clean up of toxic materials and the resolution of boundary adjustments will be the responsibility of the individual property owners or groups of property owners whose property is affected.

The cost of commencing development will vary area by area within the Triangle. For example, if the northeast portion of the Triangle is developed first, sewer lines will need to be extended to that area all at once, rather than incrementally with each stage of development. Additionally, costs may be incurred for temporary or interim improvements, such as temporary entrances or interim utility lines, depending on the sequence in which development occurs. The cost of any such temporary or interim improvements would be borne by the

IMPLEMENTATION STRATEGY

owners or developers whose projects require the improvements or facilities for which such costs are incurred, and not by the other owners or developers within the Triangle.

As public funds become available for the construction of infrastructure improvements, the City will determine its priorities with a cost-benefit assessment of which improvements will, at that time, provide the greatest benefit in relation to the cost of such improvements and will generate the greatest private co-investment.

In order to ensure that infrastructure is properly sized and located to support development, all proposals for development within the Triangle will be required to include a detailed tentative construction plan covering all infrastructure and utilities necessary to serve that development. In order to avoid collecting contributions for infrastructure which might not be required, fees for off-site improvements may not be imposed by the City until such improvements are required to be constructed. The City shall, to the extent possible, relieve property development from financial uncertainty by capping future obligations related to such off-site improvements.

OVERVIEW

The Specific Plan and the West Sacramento Triangle Specific Plan Environmental Impact Report (EIR) provide the basic authority for development of 7,000,000 square feet of commercial space and 5,000 dwelling units within the Triangle, upon satisfaction of the requirement set forth in the Specific Plan, without further environmental review. These development entitlements are allocated among the Sub-Areas as summarized on the Table found below. The distribution of entitlements among the various parcels within the Sub-Areas is described below.

In order for an owner or developer of property within the Triangle to reserve the development entitlements which have been so allocated to its property by the Specific Plan and accompanying EIR, such owner or developer must both (1) dedicate (to the extent required by the Policies set forth in Section C above) the rights of way, utility easements and Triangle park/open space components across or within its property as identified in the Specific Plan, and (2) consent to having their property being included within the boundaries of an initial Triangle-wide assessment district described below. Failure of an owner or developer to so reserve its property's development entitlements creates the possibility that all or a portion of such initial development entitlements may be reallocated to other properties within the same sub-area.

Before development of property within the Triangle may occur, additional approvals are required. These approvals include project and design review to ensure compliance with technical requirements and design guidelines of the Specific Plan. Such approvals also may include approval of such things as development agreement and subdivision map applications. These additional approvals are discussed below.

The West Sacramento General Plan establishes the City's goals and policies for the long term development of the Triangle. The density of development permitted within the Triangle under the General Plan is much greater, however, than market conditions will support in the short term. In order to encourage the redevelopment of the Triangle consistent with the General Plan, the Specific Plan was adopted, among other reasons, to establish standards and guidelines for the interim development of each parcel and each of the Sub-Areas within the Triangle, as specified in Part II above, subject to additional limitations as set forth in this Section.

The Specific Plan permits a range of development with a mixture of commercial uses (expected to consist predominantly of office uses and to a lesser degree retail, hotel and other types of commercial uses) and residential uses. This land use framework is intended to be market-responsive in terms of the exact type and density of development, and, therefore, it is impossible to predict the exact mix of the Triangle which will occur under the Specific Plan during the eighteen year period following its approval.

Because of this uncertainty and the likelihood that circumstances applicable to the Triangle and surrounding area will change over time, the Specific Plan contemplates, and the accompanying EIR evaluated, a range of development possibilities within the Triangle based upon the best estimate of the levels of development which are likely to occur by the year 2010 (which is less than the level of development allowed by the development standards and guidelines set forth in Part II of the Specific Plan and the West Sacramento General Plan). The range of development studied consisted of a low residential (2,400 to 3,000 dwelling units) and high commercial (7,000,000 square feet) mix of development (referred to as "Program A" in the EIR); a high residential 3,600 to 5,000 dwelling units) and low commercial (3,000,000 square feet) mix of development (referred to as "Program B" in the EIR); and the highest density development of a combined 7,000,000 square feet of commercial space and 5,000 dwelling units (referred to as "Maximum combined development" in the EIR). These three levels of development were chosen in order to determine the maximum environmental impacts which could occur in the event of balanced commercial/residential development or disproportionate commercial or residential development within the Triangle.

The General Plan and the Specific Plan both permit (and contemplate) development to a higher density than that studied in the EIR. Before such development can occur, however, additional environmental review (as discussed below) may be required.

The allocation of (or reallocation) initial development entitlements contemplated in this Section does not diminish or limit the right of an owner to develop its property, but instead creates the possible need for additional environmental review. Should an owner desire to develop its property to a density in excess of either the entitlements initially allocated to its property under this Section or the density permitted after reallocation of entitlements away from its property (as hereafter described), such development will be considered for approval so long as such owner conducts such additional environmental review pursuant to CEQA as the City may deem necessary to analyze any potential new or additional environmental impacts which may result from development of the subject property, the applicable Sub-Area and the Triangle

to a density in excess of that studied in the West Sacramento Triangle Specific Plan EIR and such owner complies with any additional measures (if any) which such additional environmental review determines may be necessary to mitigate those new or additional impacts.

In order to provide the benefit of the initial environmental study of the West Sacramento Triangle Specific Plan EIR to those properties cooperating with the redevelopment of the entire Triangle, it is necessary to establish certain procedures for reserving and using the initial development entitlements established by the Specific Plan and EIR. This Section describes those procedures.

Absent additional environmental review, the initial development entitlements for the entire Triangle are 7,000,000 square feet of commercial space and 5,000 dwelling units. These entitlements are allocated among the Sub-Areas as follows:

Sub Area	Commercial	Residential
Waterfront Edge	2,500,000 sf	1,450 du
Core	1,600,000 sf	500 du
Park Blocks	100,000 sf	620 du
Parkway Edge	900,000 sf	1,680 du
The RGA Edge	1,900,000 sf	750 du
TOTAL	7,000,000 sf	5,000 du

Anticipated development intensity within the eighteen year period of the EIR will be influenced by permitted building heights, permitted FARs and land use designations and expectations, as well as by relative accessibility, size and arrangement of development parcels. These factors were used to produce development scenarios which would also be supportive of the basic intentions of the Specific Plan. From these, the total EIR program of 7,000,000 square feet of commercial development and 5,000 dwelling units was allocated to the sub-areas as summarized in the table above.

These entitlements ("Baseline Entitlements") shall be allocated among each of the privately owned properties within each Sub-Area on the basis of the existing gross acreage without deduction for areas to be dedicated or acquired for rights-of-way or park and open space components. Thus each private development parcel's share of the Baseline Entitlements shall be the entitlements for the Sub-Area in which such parcel is located multiplied by the gross acreage of such development parcel and divided by the gross acreage of all privately owned property within the Sub-Area.

The cooperation of the owners and developers of property

IMPLEMENTATION STRATEGY

within the Triangle in implementing certain aspects of the Specific Plan will facilitate the orderly and cost effective development of properties within the Triangle consistent with market conditions. Such cooperation is in the mutual best interests of all property owners, as without such cooperation, the construction of the necessary infrastructure is likely to occur in a much more haphazard and costly manner.

Therefore, in order to reserve the share of Baseline Entitlements allocated to their properties, owners and developers of all of the various parcels within the Triangle will be requested (and expected) to (1) dedicate to the City, without charge and to the extent required by the Policies set forth in the preceding Section above, the rights of way, utility easements and Triangle park and open space components across or within their property as identified in the Specific Plan, and (2) consent to having their property included within the boundaries of the assessment or community facilities district (the "Triangle-wide District") which will be established in order to pay for the cost of the preparation of the Specific Plan and the Specific Plan EIR and the cost of making various initial improvements to enhance the appearance and functionality of the Triangle, such as landscape, street, park and waterfront improvements. By making all such required dedications and consenting to the inclusion of its property within the Triangle-wide District within 60 days after the establishment of Triangle-wide District, a property owner will "reserve" its share of Baseline Entitlements.

Where the exact location of any rights of way, utilities or open space components within a parcel of property are not prescribed by the Specific Plan (as is the case for local feeder streets across properties which have not yet been planned), this dedication requirement can be satisfied by the execution of an agreement with the City or Redevelopment Agency or the imposition or adoption of a plan line whereby the owner of the property makes a binding and enforceable commitment to dedicate a portion of its property (which is assumed to be approximately 15% of the area of such property) for right of way, utility or park and open space purposes at such time as the development of that property proceeds. Similarly, where the location of such rights of way, utilities or park and open space components are known but a present dedication would make continuance of an existing use of a parcel of property impossible, the dedication requirement can be satisfied by the dedication subject to the terms of an agreement with the City in accordance with the policies of the Specific Plan allowing the continuation of the existing use; the execution of an agreement with the City or Redevelopment Agency whereby the owner of the property makes a binding and enforceable commitment to dedicate these known rights of way, utilities or park and open space components at such time as the conflicting use of the parcel terminates; or similar mechanism.

Participating owners and developers (i.e. those making the required dedications and consenting to inclusion within the Triangle-wide District) will be entitled to develop their property on the basis of their property's share of Baseline Entitlements upon compliance with the provisions of this Section and the other applicable provisions of the Specific Plan.

Whenever the City receives the first application for a project located within a Sub-Area where not all Baseline Entitlements have been reserved (whether project review, design review, subdivision or other development application) and that application contemplates a density of development in excess of the share of Baseline Entitlements allocated to the parcels proposed for development (but within the development regulations applicable to such parcels as set forth in Part II above), the City shall promptly notify all other property owners within that Sub-Area who have not yet reserved their Baseline Entitlements as described above in this Section that it has received such application. Such notice shall specify the amount of additional entitlements which will be required by such application.

For a period of 30 days after the giving of such notice, those owners who have not yet reserved their entitlements as described above in this Section will be given another opportunity to reserve their development entitlements. In order to do so they will be required to (1) dedicate (or commit to dedicate, as discussed above) to the City, without charge, the rights of way, utility easements, park and open space components across or within their property as identified in the Specific Plan, or, to the extent any such rights of way, easements or open space have been acquired by the City or others through purchase or eminent domain, reimburse the City or such others for the entire purchase price for such rights (together with interest thereon in an amount which reflects the cost of funds), (2) consent to an amendment to the boundaries of the Triangle-wide District to include their property, and (3) pay an amount equal to the assessments which would have been paid by such owner or developer had its property been included in the Triangle-wide District from the outset, together with interest thereon in an amount which reflects the total cost of funds and a premium for the risk taken by the owners and developers who participated from the outset, such payment to be used for visual improvements benefiting the Triangle as a whole.

IMPLEMENTATION STRATEGY

If entitlements sufficient to permit the project remain unreserved, then upon approval of the subject project, the City shall allocate to the owner or developer who submitted the development application in question sufficient additional entitlements to permit the applicant's development to proceed as approved by the City. Such additional entitlements shall be reallocated, on a pro rata basis, from all of those owners within the same Sub-Area as the subject property who did not take the steps described in this Section which are necessary to reserve their property's share of Baseline Entitlements. In no event, however, will any parcel be allocated greater development potential than that permitted by the development standards and guidelines set forth in Part II above unless the City Council approves an amendment to the Specific Plan.

Development of property to an intensity greater than the Baseline Entitlements allocated to such property (either as initially allocated or following reallocation as described above) is permitted so long as the proposed development is within standards and guidelines specified in Part II above and additional environmental assessment is conducted in connection with such project. Such additional environmental assessment may consist of an addendum to the West Sacramento Triangle Specific Plan EIR (see CEQA Guidelines Section 15164), a subsequent or supplemental environmental impact report (see Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163) or a new full EIR (see CEQA Guidelines Section 15161).

If property is acquired by the City through negotiated purchase or other mechanism from an owner who was unwilling to make a required dedication, then as a condition of development of the remainder of the owner's (or its successor's) property, the owner or developer of such remainder shall be required to pay an in-lieu fee. That fee shall be equal to the value paid by the City or the Redevelopment Agency for the property so acquired by it to the extent the fee represents payment for property which the owner or developer should have dedicated, determined in accordance with the policies of the Specific Plan, together with interest thereon from the period of the acquisition.

REQUIRED APPROVALS

The Specific Plan establishes policies, guidelines and regulations to be implemented as the properties within the Triangle proceed through the design review and (if applicable) additional approval process. Except as otherwise specified in this Section, the Specific Plan provides the approval required for development of the Triangle and grants the entitlements required for such development of the Triangle except for design review approval, subdivision approval, and, if requested by any developer, development agreement approval; each of which shall be subject to the administrative procedures set forth below. In addition, as a condition to development within the Triangle, the approval or authorization of other federal, state or local agencies may be required.

The procedure for processing of applications, and the respective authority and responsibility of the Community Development Department, Design Review Commission, Redevelopment Agency, City Planning Commission and City Council, are as follows:

Initial Processing of Applications

Prior to the formal submittal of any design review, tentative parcel map, vesting tentative parcel map, tentative subdivision map, vesting tentative subdivision map, parcel map waiver, lot division, conditional use permit, variance, development agreement, or development and disposition agreement application, the applicant shall meet with the City Community Development Department for the purpose of an informal pre-application project review. Following the completion of any informational reports or the submittal of any materials requested at the such pre-application project review, an application shall be submitted to the Community Development Department for formal review. Following a determination that the application is complete and the giving of any notice required by law, the Community Development Department shall refer the application (along with its report and recommendation) to the body having responsibility for hearing and acting upon such application, as discussed below.

Development Agreements

Section 65864 et seq. of the California Government Code empowers cities to enter into a development agreement with any entity having control over real property if that entity has an intention to develop that property. Development agreements are contracts established between the City and the entity proposing the project. In most situations, a developer or similar interested party negotiates an agreement with the City where both sides commit to a series of actions directly related to a proposed development which are intended to be implemented or accomplished over a stipulated period of time. Under development agreements, changes in city policies governing land uses, intensity of development and the like which occur after approval of a development agreement typically do not affect the property which is the subject of the development agreement. The property owner therefore has a vested right to develop its property in accordance with the provisions of its development agreement.

Development agreements with property owners and developers may be used by the City to implement the Specific Plan, assure financing and construction of needed public utilities and infrastructure, assure dedication of land for public street right-of-way, public open space and other public purposes, assure compliance with requirements for development pursuant to the development constraints discussed in Sections above, and provide for continuity of implementation of the Specific Plan. Development agreements also may include project phasing and completion schedules, plans for financing of public infrastructure improvements, including any anticipated public financing, adjustments and credits to regulatory fees and development impositions to account for the making of dedications or improvements in excess of the project's "fair share".

Development agreements for projects within the Triangle must be consistent with the Specific Plan. As required by State Law, the Specific Plan is consistent with the General Plan and therefore the development agreements will also be consistent with the General Plan.

Development agreements are subject to approval by an ordinance of the City Council because they are a legislative act. Accordingly, development agreements are subject to the public hearing process prior to being adopted by the City Council. The notification process identified in the State Government Code (Sections 65090 and 65091) and in the West Sacramento City Council Resolution 88-111 establishes the procedures to be followed by the City.

The Community Development Department will work with a developer to prepare an appropriate development agreement. The development agreement will then be submitted to the City Planning Commission for its review and recommendation and then to the City Council for final approval. Once a development agreement is adopted by ordinance by the City Council, the City Clerk must record the agreement or agreements within 10 days with the County Recorder.

Redevelopment Agency Agreements

The Redevelopment Agency shall consider and enter into disposition agreements, disposition and development agreements, leases, and owner participation agreements in accordance with the requirements of the California Community Redevelopment Law (Health and Safety Code Section 33000 et seq.) and in accordance with its own adopted rules and procedures set forth in West Sacramento Ordinance 87-21 and West Sacramento City Council Resolution 91-202 as necessary to accommodate development in accordance with the Specific Plan.

Design Review Approvals

If the Community Development Department determines that an application for design review approval satisfies the Development Regulations set forth in Part II of the Specific Plan applicable to the property proposed for development, it shall refer the application for hearing by the Design Review Commission in accordance with the procedures set forth in Section 17 et seq. of the West Sacramento Municipal Code. The Community Development Department's determination as to a design review application's satisfaction of such Development Regulations may be appealed to the City Planning Commission and then to the City Council in accordance with such procedures.

In reviewing design review applications, the Design Review Commission shall be governed by the Design Guidelines contained in Part II of the Specific Plan applicable to the property, said Design Guidelines providing the sole basis for review and action upon design review applications. All design review applications that comply with the applicable regulations and substantially conform to the design guidelines contained in Part II of the Specific Plan shall be approved, the Specific Plan being expressly intended to provide a basis for any findings that may be required for such approval. If the standards contained in any other ordinance, rule or regulation of the City conflict with any of the applicable design guidelines contained in Part II of the Specific Plan in a manner that affects consideration of such design review application, the Specific Plan shall control. Unless appealed, the action of the Design Review Commission shall be final.

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Subdivision, Parcel Maps and Lot Line Adjustments

A tentative subdivision map, vesting tentative subdivision map or parcel map may be used for any proposed development. An applicant for approval of a vesting tentative subdivision map or parcel map shall submit a tentative map for each phase of a proposed development.

All applications for tentative parcel maps, vesting tentative parcel maps, tentative subdivision maps and vesting tentative subdivision maps shall be submitted to the City Planning Commission. The policies and regulations contained in the City Subdivision Ordinance (Title 16 of the West Sacramento Municipal Code), the City's General Plan and the applicable Development Regulations set forth in Part II of the Specific Plan shall provide the sole basis for considering all tentative parcel map, vesting tentative parcel map, tentative subdivision map, vesting tentative subdivision map, parcel map waiver and lot division applications. If the submitted application complies with the policies, regulations and improvement standards contained in the City Subdivision Ordinance, is consistent with the General Plan and satisfies the Development Regulations of the General Plan, it shall be approved. The Specific Plan is expressly intended to provide a basis for any findings that may be required for such approval. If the improvement standards contained in the City Subdivision Ordinance conflict with any regulation or policy in this Specific Plan, this Specific Plan shall control. Unless appealed, the action of the City Planning Commission shall be final.

Lot line adjustments between two or more existing adjacent parcels are relocations of an existing lot line. Such adjustments typically are exempt from the California Subdivision Map Act and the City's subdivision ordinance and do not require a parcel map or a subdivision map. To qualify for exemption from subdivision or parcel map requirements, the adjustment must not create a greater number of parcels than existed prior to the adjustment. Applications for such adjustments, as well as applications for parcel map waivers, shall be submitted to the Community Development Department. If the adjustment or waiver conforms to the City Zoning and Building Ordinances, the General Plan and the Development Regulations of Part II of the Specific Plan, the Community Development Department shall approve the lot line adjustment by administrative Department action. No tentative map, parcel map or final map shall be required as a condition to approval of a lot line adjustments.

PERMITTED USES

The uses permitted and conditionally permitted within the Triangle shall be all those uses permitted within Waterfront Mixed Use (WF) zones except that auto repair will not be permitted and the following uses shall be conditionally permitted:

- Secondary housing
- Tract office
- Market > 6,000 square feet
- Auto wash
- Gas station

Conditional Use Permits

Conditional use permits shall be required prior to development or improvement of any conditionally permitted use in any portion of the Triangle. The City General Plan and the policies and regulations contained in Section 17.65.000 et seq. of the West Sacramento Municipal Code shall provide the basis for considering all applications for conditional use permit. All such applications shall be submitted to the City Planning Commission, which shall review and act upon the application pursuant to the procedures set forth in the City Zoning Ordinance applicable thereto.

Variances

A variance may be sought when compliance with site development regulations for a particular land use designation creates practical difficulties or unnecessary physical hardships. Practical difficulties or physical hardships may result from, but are not limited to:

- (i) the size, shape or dimensions of a site or the location of existing structures thereon;
- (ii) the geographic, topographic or other physical conditions on the site or in the immediate vicinity;
- (iii) the street locations or traffic conditions in the immediate vicinity of site; and
- (iv) the visual orientation of the property in relation to the viewpoints designated in the Specific Plan.

Variances may be granted with respect to site area, site dimensions, yards, maximum height of structures, distances between structures, signs, off-street parking and off-street loading, frontage and performance standards, fences, walls, landscaping, screening, open space. The site development regulations contained in the Specific Plan are not changed by a variance; rather, the developer is allowed to use its property in

IMPLEMENTATION STRATEGY

a manner basically consistent with the regulations, but with a variation that is not substantial in light of the policies and regulations of the Specific Plan.

An applicant may seek a variance from the site development regulations for the applicable land use designation pursuant to provisions of Section 17.64.000 et seq. of the West Sacramento Municipal Code. Applications for a variance shall be submitted to the City Planning Commission, which shall review and act upon each application pursuant to the procedures stated in Section 17.64.000 et seq. of the West Sacramento Municipal Code.

Non-Conforming Uses

Non-conforming uses, lots, structures, and improvements within the Triangle shall be subject to the provisions of Section 17.50.000 et seq. of the West Sacramento Municipal Code, provided, however, that as a condition to the renewal or a conditional use permit (e.g. continuance of a non-conforming use, lot, structure or improvement) or the approval of an application to construct new improvements having a value in excess of 10% of the existing structures' fair market value which are non-conforming or are to be utilized in conjunction with a non-conforming use or constructed on a non-conforming lot, or which are non-conforming improvements; the City shall require compliance with the higher standards of the Specific Plan, such as the compliance with setback requirements, installation of curbs, gutters, sidewalks and street trees and screening in accordance with Part II of the Specific Plan.

The Specific Plan allocates the responsibility for making various decisions to the Design Review Commission and City Planning Commission. All such matters shall be considered by Director of Community Development in accordance with the following procedures.

ADMINISTRATION

Consideration of Applications

Following receipt of an application determined by the Community Development Department to be complete, the Design Review Commission or City Planning Commission, as the case may be, shall consider the application and act thereon with reasonable diligence. Copies of any final decision of the Design Review Commission or City Planning Commission, whether to approve, approve with conditions or disapprove any application, shall be filed in the Community Development Department for review by any interested party and sent to any party requesting notice thereof at the same time said final decision is sent to the applicant. Decisions of the Design Review Commission and the City Planning Commission shall

be rendered in a formal written action and shall be based upon the Specific Plan, the Design Guidelines and other regulations applicable to the Triangle and as otherwise required by law.

Appeal From Decisions

Any decision by the Director of Community Development, the Design Review Commission or the City Planning Commission to deny, approve or conditionally approve an application shall be appealable to the City Council. All appeals shall be governed by the provisions of Chapter 1.08, Title 1 of the West Sacramento Municipal Code; provided, however, that in acting upon any such appeal the body hearing such appeal shall be governed by the standards applicable to the application under review, as set forth in this Section, by which the body initially given the responsibility to hear the application was bound.

Amendments and Enforcement

The West Sacramento Triangle Specific Plan may be amended and modified by the City. This chapter describes the amendment process and discusses the City's ability to enforce the Specific Plan.

At its discretion, the City Council may permit minor deviations from the Development Regulations in Part II of the Specific Plan as a part of its approval of a particular development application without requiring an amendment to the Specific Plan, provided that the project is consistent with the General Plan. For example, although the City might not be able to make the findings required for granting a variance, it could still allow a development project which exceeds the applicable height limitations prescribed in Part II of the Specific Plan without requiring an amendment to the Specific Plan.

Specific Plan Amendment Procedures

The Government Code includes procedures for amending a specific plan (sections 65350 through 65358, 65453, 65454 and 65456). Basically, the process for amending the Specific Plan is similar to that for amending the City General Plan. One significant difference between the amendment process for general plans and specific plans is that general plans can only be amended four times a year while specific plans have no limitation. Specific plans must be market sensitive and the implementation strategies which are an integral part of a specific plan must be flexible as conditions change. However, although it may be subject to changing conditions, the Specific Plan must be consistent with the City General Plan and Zoning Ordinance.

Amendments to the Specific Plan can be made at the discretion of the City Council following a public hearing on the subject. Major amendments could require a companion General Plan Amendment and a change in the Zoning Ordinance.

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Unless it is determined that an amendment will have no environmental impact, an adjustment to the Specific Plan is subject to CEQA. Some minor adjustments may be processed with no additional environmental review or a negative declaration. Depending on the extent of the adjustment, an additional EIR, beyond the scope of the Specific Plan EIR, may be required. Several alternatives are available to the City and the project proponents. EIR addenda, supplemental EIRs, focused EIRs or full extent EIRs can be required. It is the intent of the Specific Plan that, unless major amendments are proposed, the companion EIR to the plan, once certified, will be sufficient to allow project proponents to continue their entitlement process without further environmental studies.

Specific Plan Enforcement

Section 17.13.010 of the City of West Sacramento Zoning Ordinance specifies the City's enforcement procedures. The Director of Community Development is responsible for enforcing the provisions of the Zoning Ordinance applicable to such matters as the use of any land or structure, bulk, height and land coverage of structures, site dimensions and areas. The regulatory elements of the Specific Plan that are adopted by ordinance are consistent with the City General Plan and the Zoning Ordinance and are subject to the enforcement requirements found in Section 17.13.010.

MATTERS OF INTERPRETATION

Subjects Not Addressed In Specific Plan

If any situation arises in the implementation of the Specific Plan that is not addressed by specific site development regulations, or if an issue, condition or situation arises that is not clearly addressed in the Specific Plan, the Director of Community Development shall identify those regulations and standards of the Zoning Ordinance that are most analogous or appropriate in light of the other policies and regulations stated in the Specific Plan. The most similar regulations and standards shall be applied to the particular issue, condition or situation under consideration.

Unlisted Uses

When a proposed use has not been specifically listed as a permitted use or conditionally permitted use in a particular land use designation, but is allowed by the Zoning Ordinance, the Director of Community Development shall, upon the request of any interested party, determine if such use is consistent with (1) the intent of the Specific Plan and (2) other listed permitted uses. If the Director of Community Development determines that such use is consistent with the intent and compatible with other listed permitted uses, the Director of Community Development shall approve such use within the particular land use designation.

PURPOSE

The Plan has been designed to enable redevelopment of the Triangle to begin before a number of existing constraints are removed from the area. Interim measures are proposed to minimize conflicts with existing facilities and circumstances in the Triangle which are expected to change or be removed at some time in the future while allowing infrastructure improvement and private development to proceed.

Full implementation of the Plan will take many years to achieve. For full build-out to occur, a series of constraints need to be removed, or at least be substantially changed from those which prevail today. Constraints and their remedies may be summarized in four categories:

- Access to and from the Triangle; notably provision of at-grade intersections with SR-275, enabling direct connections to West Capitol Avenue, Broderick and Raley's Landing etc.
- Circulation within the Triangle; notably removal of the Union Pacific Railroad mainline and switching yards as a partial barrier to connection of the street system into the western parts of the Triangle.
- Conflicting uses within the Triangle; notably the incompatibility of certain existing activities with new commercial and residential development.
- Limited infrastructure serving the Triangle, including existing streets, utilities and services. Progressive improvement of on- and off-site components will depend on development within the Triangle.

A major purpose of the Interim Measures is to identify actions which would enable development to proceed without immediate removal of these conflicts; to minimize the negative effects that existing facilities and circumstances may have on attracting new investment to the Triangle. Measures which can be implemented to promote near term development include:

- Route incompatible traffic from existing non-conforming industrial uses away from sensitive development.
- Relocate and upgrade existing railroad crossings.
- Reschedule railroad operations to minimize disruptive effects on Triangle traffic and on potential developments in the Triangle.
- Reduce the visibility of railroad operations by judicious use of landscape.
- Screen incompatible existing operations and non-conforming uses. Consider requiring outdoor storage, loading and parking areas to comply with applicable design standards.
- Improve infrastructure incrementally to capitalize on existing facilities and to share improvement costs equitably among those who benefit from enhancements in capacity and service. For example, existing, grade separated crossings of SR-275 can continue in use until at-grade intersections are constructed.

INTERIM DEVELOPMENT MEASURES

POLICIES

THE CITY WILL USE ITS POWERS OF DEVELOPMENT REGULATION, CODE ENFORCEMENT AND NUISANCE ABATEMENT TO IMPROVE COMPATIBILITY BETWEEN NON-CONFORMING USES AND PLANNED DEVELOPMENT IN THE TRIANGLE.

THE CITY WILL WORK WITH UNION PACIFIC TO ACHIEVE COMPATIBLE SCHEDULING OF RAILROAD OPERATIONS IN THE TRIANGLE AREA AND TO RELOCATE AT-GRADE STREET CROSSINGS OF ACTIVE TRACKS.

THE CITY WILL CONSIDER ALTERNATIVE SOLUTIONS TO MEET PUBLIC UTILITY AND OTHER INFRASTRUCTURE REQUIREMENTS RELATED TO PROPOSED NEW DEVELOPMENTS AS A MEANS OF OVERCOMING INTERIM CONSTRAINTS.

DEVELOPMENT REGULATIONS

Any substantial modification or expansion of existing facilities in the Triangle shall be subject to design review, as described in the *Implementation Strategy* section of the Specific Plan.

All proposed development will include dedication of associated street rights of way and easements.

Within two years of adoption of the Triangle Specific Plan, re-establishment of industrial uses in existence at the time of the City's incorporation but not in existence at the time of adoption of the Triangle Specific Plan may be considered as interim uses through a conditional use permit process. Such interim uses shall comply with provisions of the Triangle Specific Plan applicable to nonconforming uses.

Storage, handling and containment of hazardous materials must be accomplished in a manner consistent with applicable laws and standards.

Dust, noise and other nuisances associated with non-conforming uses in the Triangle shall be abated to the extent required by applicable ordinance.

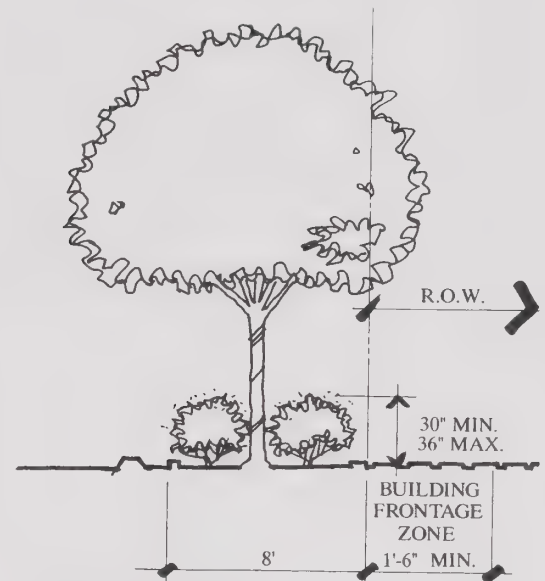
All proposed development will provide for sufficient public utility and infrastructure improvements to meet its own needs.

INTERIM DEVELOPMENT MEASURES

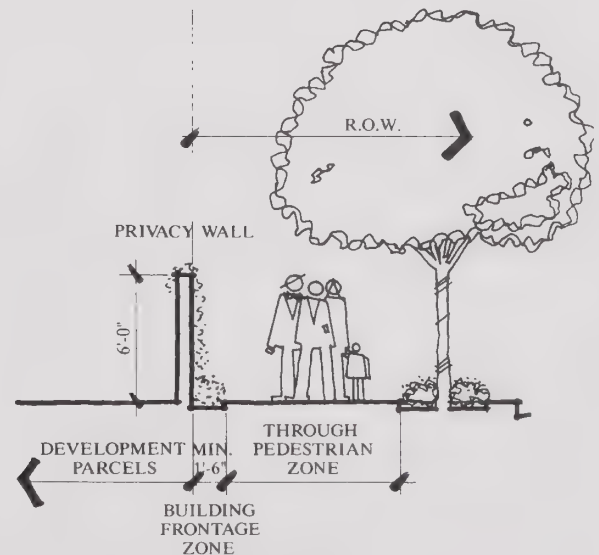
Screening

Screening of all existing non-conforming uses is required between those uses and proposed development. Screening is not required between residential and commercial uses provided that all relevant design guidelines are satisfied. However, screening is required for loading, parking and outdoor storage areas of proposed development, to be compatible with residential development on adjoining lots. Screening is required to be located at the building frontage zone or property line as defined below. The cost of providing screening is to be borne by the property owner responsible for uses which the screening is required.

- Screening Planter Zone:** 8 feet maximum width; to be planted according to City's Landscape Development Guidelines.
- Privacy Walls:** 6 feet high, located up to the property line at a public right-of-way and planted as required by the City of West Sacramento Landscape Development Guidelines.
- Building Frontage Zone:** 1.5 feet minimum. A vine planting strip can be within the Building Frontage Zone.
- Fences:** 6 feet high. Must conform to City's Building Code.



Screening Planter Zone



Privacy Walls, Section, Elevation

INTERIM DEVELOPMENT MEASURES

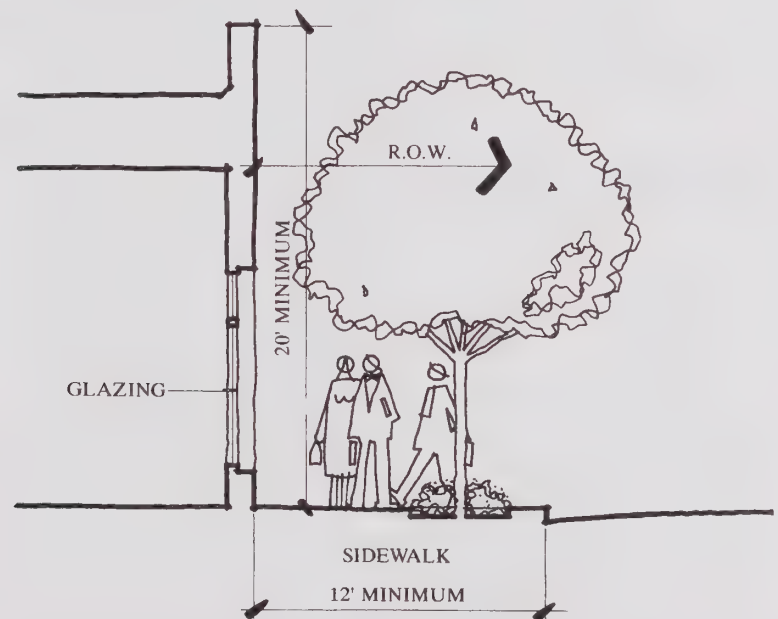
Height of Interim Screening

Buildings which do not satisfy minimum height and other requirements may be permitted as temporary structures only as conditional uses with a requirement that they be removed within five years from the date of the building permit. Standards which must be adhered to for temporary buildings include the following:

Height: 20 feet minimum to top of Parapet.

Blank Walls Limitation:

At least 50% of wall surfaces between sidewalk level and 12 feet above the sidewalk shall be transparent. Reflective and obscured glass are not considered transparent in this context.



Interim Use Building Frontage

Open Space and Landscape Standards

Interim Landscape Standards

- | | |
|-------------|---|
| Trees: | Plant trees in conformance with guidelines and standards for permanent development. |
| Turf: | Hydroseed a 100' area centered on the centerline of the Park Blocks Right of Way. |
| Irrigation: | Shall be provided to establish all plants. |

Park Blocks

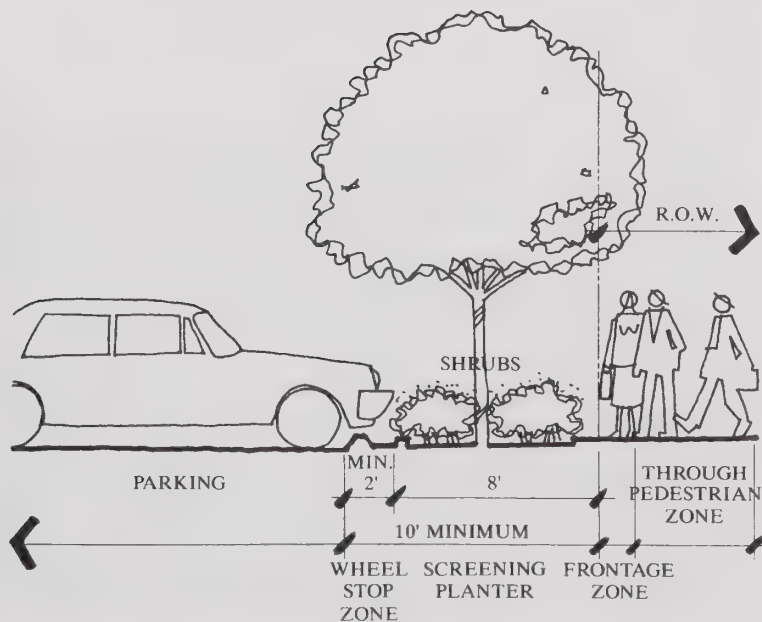
Turf: Hydroseed a 50' area centered on Right of Way.

Surface Parking Lots

Screening Planter Zone: 8 feet located adjacent to Building Frontage Zone and property line. Must be planted according to the City's Landscape Development Guidelines.

Parking Set Back: Car stop shall be 10 feet minimum from Building Frontage Zone or property line.

Parking Canopy: Conform to the City's Landscape Development Guidelines.



Screening Planter Zone and Parking Set Back.

INTERIM DEVELOPMENT MEASURES



Design buildings to be good neighbors with existing and future developments.



Develop standards to restrict the use of noisy equipment during the night.

DESIGN GUIDELINES

Cultivate the place: As the Triangle Area transforms into a downtown, commercial and residential uses will be located in proximity to industrial uses. Measures should be taken to enable new uses to coexist with non-conforming uses which are expected to remain active for some time. These measures must not inhibit development of the intended urban character in each sub-area of the Triangle.

Guidelines:

Design buildings to be good neighbors with existing and future developments so that in aggregate they set an appropriate precedent for the urban character of the Triangle.

Develop standards to restrict the use of noisy equipment during the night.

Route truck traffic to minimize audible and visual impacts on permanent uses and people oriented places in the Triangle Area.



Route truck traffic to minimize disruption of public open spaces and pedestrian-oriented streets.

PURPOSE

Because the Waterfront is so visible, a high priority must be placed on improvement of its appearance. Installation of some public waterfront amenities is necessary to stimulate development interest in the Triangle as a whole. Planting trees in advance of development would begin to establish street patterns and would provide a stock of maturing specimens for subsequent replanting in improved streets. They may be planted in nurseries which also function as screens for incompatible uses near early developments.

Existing access to the Waterfront via River Road can, in the interim, serve most properties without compromising their street orientation after the implementation of street improvements. An exception is the development parcel at the north end of the waterfront by Tower Bridge, which would not be entirely assembled until an at-grade intersection between 3rd Street and SR-275 has been constructed. Two possible interim measures are phased development of that site and provision of temporary access to and from SR-275 which would permit removal of the conflicting portions of River Road. The second alternative may also involve some utility relocation.

Initially, the full width of the River Road right of way will not be needed for access, circulation and transit purposes. In the interim, some of the right of way areas may be used as supplementary parking to support retail uses. As other development occurs nearby, retailers will rely less on auto traffic to supply customers and such on-street parking can be removed.

INTERIM DEVELOPMENT MEASURES

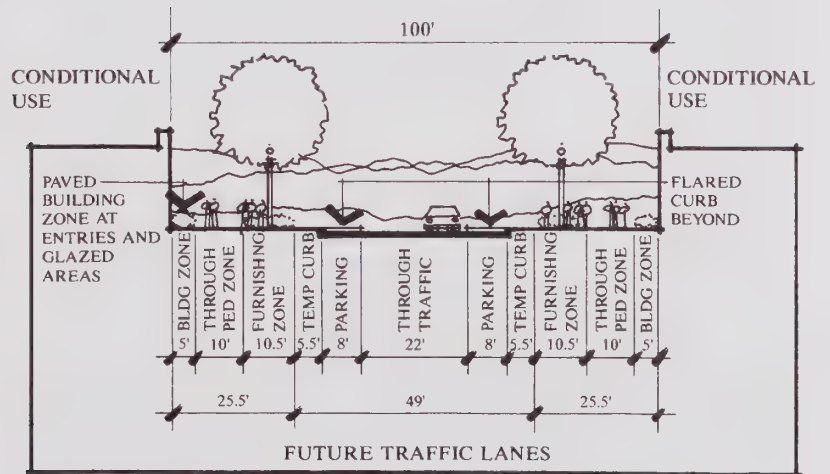
DEVELOPMENT REGULATIONS

Right of Way Standards

River Road between North Pier Street and South Pier Street

Right of way width: 100 feet
Vehicular lanes: 12 feet
On-street parking: 8 feet minimum as curb lane prior to construction of light rail tracks.

Sidewalks:
Building frontage zone: 5.0 feet minimum
Through pedestrian zone: 10.0 feet minimum
Furnishing and curb zone: 7.5 feet minimum

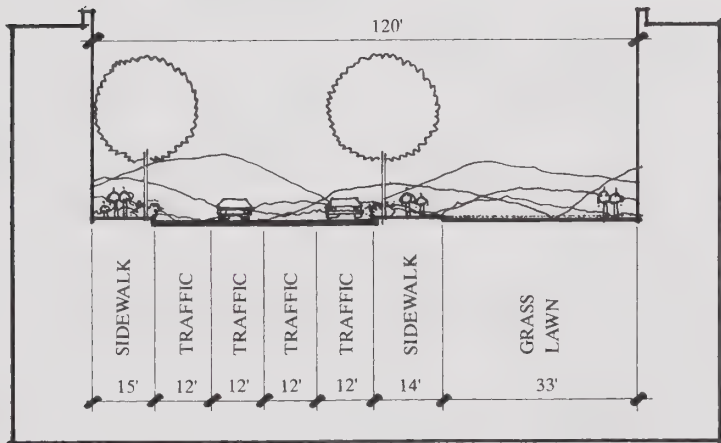


Interim use of River Road between South Pier and North Pier Streets.

INTERIM DEVELOPMENT MEASURES

River Road north of North Pier Street and south of South Pier Street [3 lanes south of South Pier Street]

Right of way width:	108 feet to 120 feet
Vehicular lanes:	12 feet
On-street parking:	None
Light Rail Transit:	28 feet minimum, Plant future light rail right of way and encourage use of it as a park which might include: Kiosks, Pavilions, Gardens, and Seating Areas.
Sidewalks:	15 feet pedestrian oriented street standard at edge of right of way.



Interim use of River Road north of North Pier and south of South Pier.

INTERIM DEVELOPMENT MEASURES

Open Space and Landscape Standards

Between North Pier and South Pier

Furnishing Zone: 10' minimum, North of North Pier and South of South Pier

Furnishing Zone: 6' minimum

River Bank

Maintenance: The first 3 to 4 years will require maintenance to establish plant materials. This may include planting, weeding, pruning, thinning, and protection from vandals and animals.

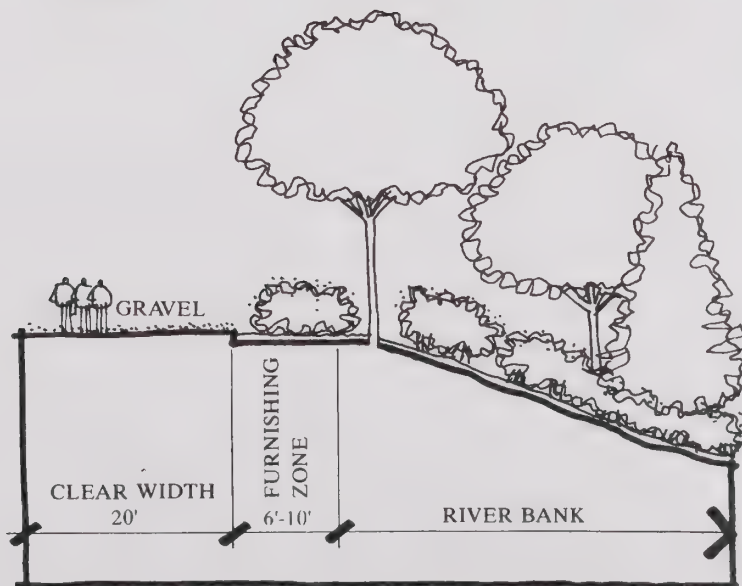
Irrigation: Irrigation shall be provided to establish all plant materials.

Promenade

Clear Width: 20 feet wide, Compacted gravel must conform to the standards set forth by the Reclamation Board.

Alignment: Locate interim promenade in its final alignment. Make promenade continuous along the length of the bank.

Elevation: 35.5 feet minimum elevation.



Interim use of the Promenade between North Pier and South Pier

PURPOSE

Early establishment of Garden as a principal link to the waterfront will be important to the assertion of its character. Relocation of an at-grade crossing of the Union Pacific main line would provide for the extension of Garden to become an essential link between the Core and the Park Blocks, Parkway Edge, West Capitol Avenue, and other districts of the City.

POLICIES

THE CITY IS TO INITIATE NEGOTIATIONS WITH UNION PACIFIC AND THE PUC TO SECURE RELOCATION OF AN EXISTING AT-GRADE STREET CROSSING TO THE ALIGNMENT OF GARDEN AND TO SECURE AN APPROPRIATE OPERATING AGREEMENT WHICH WILL MINIMIZE INTERFERENCE WITH PROPOSED ADJACENT DEVELOPMENTS.

THE CITY WILL FACILITATE INTERIM SERVICE FROM EXISTING PUBLIC UTILITIES TO ENABLE EARLY DEVELOPMENTS WHICH ARE CONSISTENT WITH THE PLAN TO PROCEED.

DEVELOPMENT REGULATIONS

Open Space and Landscape Standards

Garden

Turf:	Hydroseed a 70 foot area centered on the Garden Right of Way.
Irrigation:	Shall be provided to establish all plant materials.

INTERIM DEVELOPMENT MEASURES

PURPOSE

Each park block constitutes a significant public open space in its own right. Consequently, incremental improvement of the Park Blocks with the development of adjacent properties can contribute substantially to the upgrading of the environment in that vicinity. If ownership of developing properties cannot provide for cross streets consistent with the Core street grid, then interim cross streets may be installed to provide flexible circulation. When rights of way for cross streets in their intended locations are made, permanent streets should be constructed there and the temporary crossings removed.

Continuity of circulation along the Park Blocks may be achieved on an interim basis by relocation of an existing at-grade crossing of the Union Pacific main line tracks to an alignment along the Park Blocks. It may be necessary to merge the couplet streets on either side of the park blocks into a single street at the rail crossing. Nursery plantings and other buffering techniques should be considered along active railroad tracks, but building orientations should anticipate eventual removal of the tracks as well as responding to interim circumstances.

POLICIES

ENCOURAGE DEVELOPMENT OF PARTIAL PARK BLOCKS AS A MEANS OF ACHIEVING AN INCREMENTAL UPGRADING OF THE PARK BLOCKS ENVIRONMENTAL QUALITY AND PROVIDING FOR IMMEDIATE STREET ACCESS AND PUBLIC OPEN SPACE NEEDS.

THE CITY IS TO INITIATE NEGOTIATIONS WITH UNION PACIFIC AND THE PUC TO SECURE RELOCATION OF AN EXISTING AT-GRADE STREET CROSSING TO THE ALIGNMENT OF GARDEN AND TO SECURE AN APPROPRIATE OPERATING AGREEMENT WHICH WILL MINIMIZE INTERFERENCE WITH PROPOSED ADJACENT DEVELOPMENTS.

DEVELOPMENT REGULATIONS

Open Space and Landscape Standards

Planted area West of River Road

Trees:	Plant trees in conformance with guidelines and standards for permanent development.
Turf:	Hydroseed a 100' area centered on the centerline of the Park Blocks Right of Way
Irrigation:	Shall be provided to establish all plants.

PURPOSE

Development in the Parkway Edge would benefit from relocated railroad crossings discussed under *Interim Development Measures* for the Park Blocks and from other measures discussed under the Whole Plan.

Relocation of the B-80 off-ramp will provide an opportunity for early construction of South Pier and for its extension, via another grade crossing of the rail tracks, into the western portion of the Parkway Edge. An interim alignment of this street may be possible prior to abandonment of the Union Pacific switching yards.

Current access from Jefferson Boulevard via Drever Street could provide temporary access into the area for initial development projects, pending construction of at-grade intersections of Garden and Fifth Street with SR-275.

Either temporary nursery plantings or permanent landscape installations close to the railroad main line established in advance of substantial development would provide for an effective visual buffer pending relocation of the line.

POLICIES

THE CITY IS TO INITIATE NEGOTIATIONS WITH UNION PACIFIC AND THE PUC TO SECURE RELOCATION OF AN EXISTING AT-GRADE STREET CROSSING TO THE ALIGNMENT OF GARDEN AND TO SECURE AN APPROPRIATE OPERATING AGREEMENT WHICH WILL MINIMIZE INTERFERENCE WITH PROPOSED ADJACENT DEVELOPMENTS.

THE CITY WILL FACILITATE INTERIM SERVICE FROM EXISTING PUBLIC UTILITIES TO ENABLE EARLY DEVELOPMENTS WHICH ARE CONSISTENT WITH THE PLAN TO PROCEED.

DEVELOPMENT REGULATIONS

Open Space and Landscape Standards

Trees:	Plant trees in conformance with guidelines and standards for permanent development.
Turf:	Hydroseed areas between new development and the SR-275 Parkway.
Irrigation:	Shall be provided to establish all plants.

INTERIM DEVELOPMENT MEASURES

PURPOSE

Realignment of the Business-80 off-ramp to the alignment of South Pier will be an important early infrastructure improvement. It will define the northern boundary of the largest development parcel in the district, will create developable parcels along the southern edge of the Core and will provide access to the western extremities of the Triangle area along the northern edge of the realigned off-ramp.

Initially, Fifth Street will continue to provide primary access to the Business-80 on-ramp for industrial users in the Triangle. Early planting of street trees between the freeway and South Pier will be important to establishment of a suitable environment to attract development of a type consistent with the intentions of the Specific Plan. The same objective may justify early demolition of unused and obsolete buildings near Fifth Street, South Pier and River Road.

The intended block pattern along the southern edge of the Core which fronts South Pier should be established with nursery plantings of trees, except on blocks for which development is immanent.

POLICIES

THE CITY IS TO FACILITATE NEGOTIATIONS WITH CALTRANS FOR THE RELOCATION OF THE B-80 OFF-RAMP.

THE CITY WILL FACILITATE INTERIM SERVICE FROM EXISTING PUBLIC UTILITIES TO ENABLE EARLY DEVELOPMENTS WHICH ARE CONSISTENT WITH THE PLAN.

DEVELOPMENT REGULATIONS

Open Space and Landscape Standards

Trees:	Plant trees in conformance with guidelines and standards for permanent development.
Irrigation:	Shall be provided to establish all plants.

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